COMMERCIAL CAR JOURNAL

with which is combined Operation & Maintenance

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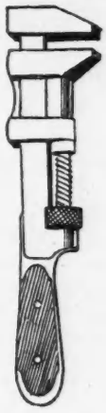
MEMBER OF THE AUDIT BUREAU OF CIRCULATIONS

"WRENCHED BRAKES"



MESSAGE NUMBER TWO TO SICK FLEET OWNERS

BRAKES that frequently require a wrench tend to turn "fleet profits" into "fleeting profits" . . . .

Repeated adjustments and early replacement of unserviceable brake linings take fleets off the road . . . waste time, labor and money—all of which goes down in the red!

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Now you can get ALLTRAFFIC in either woven or moulded form—for internal or external brakes.

ALLTRAFFIC has solved the braking problems of some of the largest fleet owners and bus operators in this country . . .

For complete information fill out slip below and mail to us. Let us prescribe a remedy for your braking troubles.

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ALLTRAFFIC BRAKE LINING WOVEN OR MOULDED

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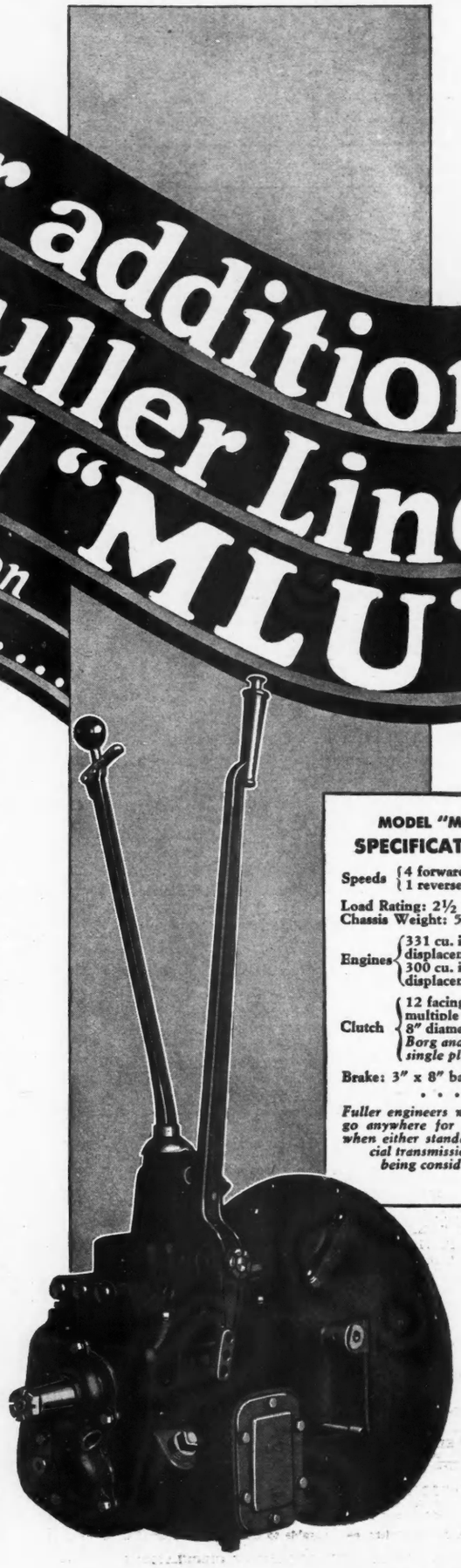
another addition to the Fuller Line ...model "MLU"

4 speed transmission for 2½ ton trucks.....



IN keeping with Fuller policy of "making haste slowly" and yet maintaining a leading position in automotive progress, Fuller engineers, over a period of more than 28 years, have worked steadily toward the always advancing objective of building a complete line of heavy-duty transmissions to meet ever-changing requirements.

The most recent addition to this sound, growing line is the Model "MLU" . . . illustrated on this page. This transmission has been specifically designed for 2½ ton truck service. It fulfills, in all details, the demands imposed by this type of operation. It guarantees the truck manufacturer and the truck owner maximum mileage with a minimum of servicing.

If you now build or contemplate building a 2½-ton Truck, we welcome the opportunity of furnishing more detailed information.

MODEL "MLU"
SPECIFICATIONS

Speeds	4 forward 1 reverse
Load Rating: 2½ tons	
Chassis Weight: 5,800 lbs.	
Engines	331 cu. in. displacement, 6 cyl. 300 cu. in. displacement, 4 cyl.
Clutch	12 facing multiple disc 8" diameter *Borg and Beck single plate optional*
Brake: 3" x 8" band type	

• • •

Fuller engineers will gladly go anywhere for conference when either standard or special transmissions are being considered.

FULLER & SONS MANUFACTURING CO.
Division Unit Corporation of America
BANKERS BUILDING MILWAUKEE, WIS.

FULLER
STANDARD AND SPECIAL
TRANSMISSIONS

FROM ROUGH BILLET Fuller TO FINISHED PRODUCT

DEALERS

Write for information explaining how the Robert Bosch Spark Plug builds customer confidence for you and almost doubles your spark plug profits at the same time.

Spark Plug Mileage ? *Tie this if you can!*

1926—The Schenck Transportation Co., of Floral Park, Long Island, installed their first set of Robert Bosch Pyro-Action Spark Plugs.

1928—Two years later, they wrote: "In reply to your letter of July 9th ... we have not found it necessary to remove the type Z40/S4 Robert Bosch Plugs as yet. On a special test, they have gone a distance of over 18,000 miles to date and are still in good condition. During this (two year) period we have conducted tests on other plugs which have not proven as durable as Robert Bosch Plugs."

1930—Two years later, they write: "We can put Robert Bosch Plugs on our buses and forget about ignition trouble. We've never had a Robert Bosch Plug foul up. We now operate 100% on them."

* * *

A four-year test of absolute dependability, unusual mileage achievements, freedom from attention ... and the Schenck Transportation Co., too, standardizes on Robert Bosch Pyro-Action Spark Plugs.

They join a long list of bus and truck companies who are building up mileage records with Robert Bosch Pyro-Action Spark Plugs: The Rollo Transit Corp. reports 50,000 to 60,000 miles per set, the Erie Railways averages 27,735 miles, the North Shore Bus Co. does better than 30,000 miles per set. Bus and truck operators everywhere find in the correct type of Robert Bosch Plug the answer to lower maintenance costs, higher fleet efficiency.

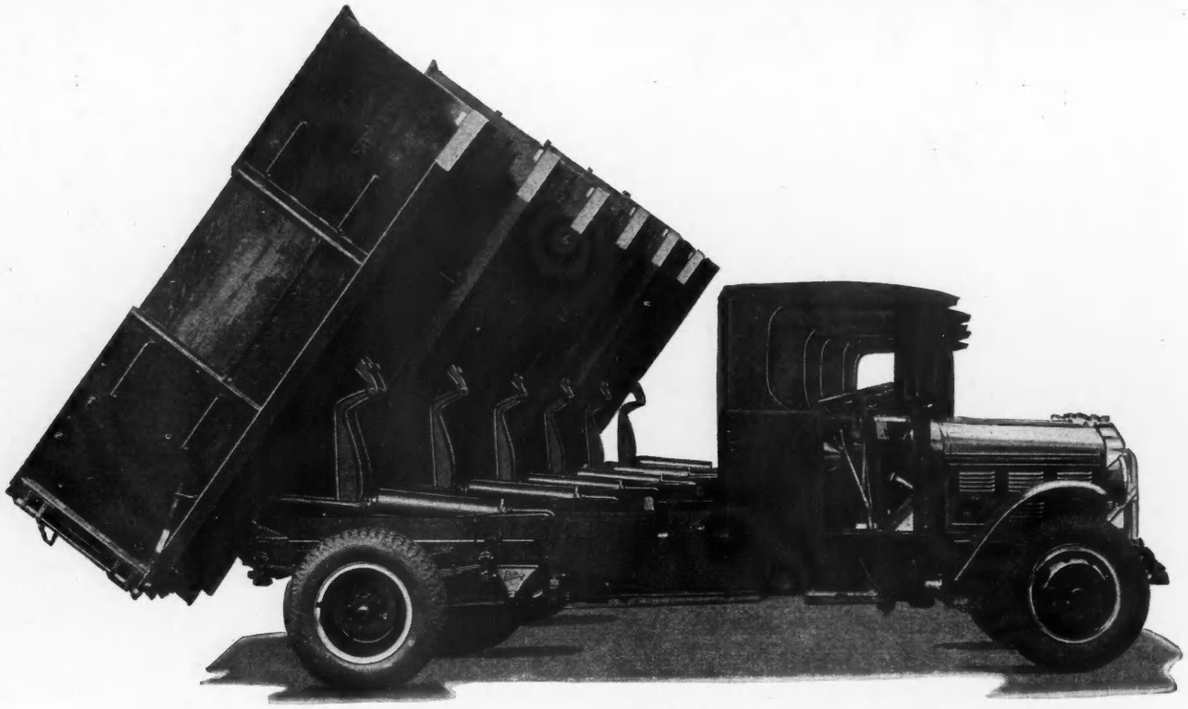
Mark that statement "the correct type." It means that there is a special Robert Bosch Spark Plug for every engine need ... every condition of operating service. Avail yourself of expert advice regarding the type of Robert Bosch Pyro-Action Spark Plugs best suited to your particular needs. Consult your Robert Bosch Service Station ... they will be glad to prescribe a set of Robert Bosch Plugs that you may test on your buses or trucks without obligation. Or write direct for full information.

ROBERT BOSCH MAGNETO CO., INC.
3603F Queens Blvd., Long Island City, N. Y.

All Robert Bosch Pyro-Action Spark Plugs bear the full name "ROBERT BOSCH" and this trade mark of Robert Bosch A.-G.

Famous Fleets Depend on

Robert Bosch Pyro-Action Spark Plugs



A fleet of six Sterling Trucks owned by the City of Somerville, Mass., equipped with Model 7UB St.Paul Underbody Hydraulic Hoists and special 8-yard bodies.

SHE *without the "S"* Hoists

GMC Model T60-160" W/B chassis, equipped with Model 14 steel dump body, 3½-yd. capacity, 6' wide 10' long with 19" sides and 25" front end and double-acting end gate and Model 7UB St.Paul Underbody Hydraulic Hoist.

Nels was operating a "dump truck on the job." It was St.Paul Hoist equipped. His boss asked him how it was working, pointing to the St.Paul Hoist. "She bane 'He' hoist, yu bet yu," said Nels, with a broad grin. And for the gruelling hard tasks of heavy body lifting and dumping, under all sorts and kinds of adverse conditions, "HE" hoists are needed. St.Paul Hoists are the "breadwinners" of dumping equipment.

"Ask the Dump Truck Driver on the Job"

St.Paul

VERTICAL AND UNDERBODY
HYDRAULIC HOISTS

St.Paul Hydraulic Hoist Company

Factories at St. Paul, Minnesota

A St.Paul Hoist Distributor and Service Station is near you. Write for name and address.

RELAY TRUCKS DEPEND on LONG RADIATORS for Efficient Engine Cooling

LONG PRODUCTS

AUTOMOTIVE
CLUTCHES and
RADIATORS

LONG

LONG MANUFACTURING COMPANY
Division of Borg-Warner Corporation
DETROIT, MICHIGAN

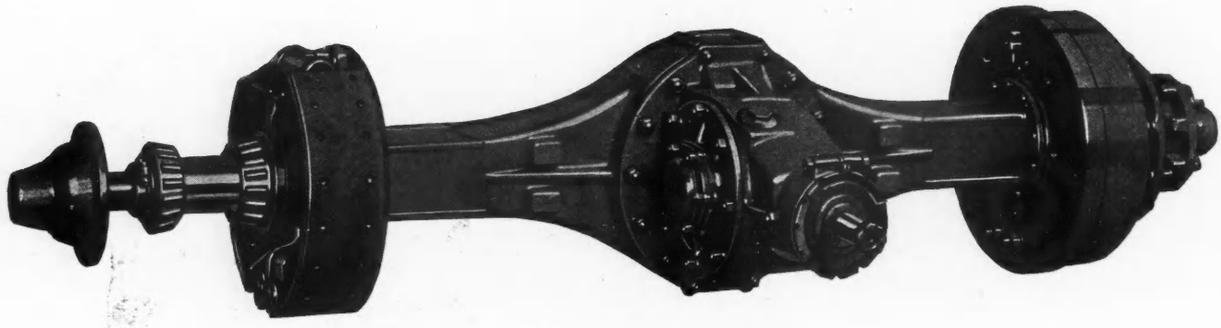
INCOME *vs.* OUT-GO

STOP the leaks! Take some of those repair bills and maintenance items off the red side of the ledger. Turn them into profits.

Trucks and buses equipped with Wisconsin Double Reduction Axles spend more time on the road and less in the shop. They're producers. The axles are built to deliver all the power and stand the "gaff."

Wisconsin Axles combine correct engineering principles, utmost mechanical precision, finest materials and workmanship—backed by a conscientious effort to build "good" axles.

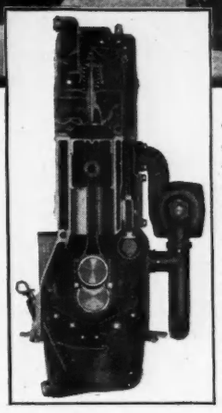
WISCONSIN AXLE COMPANY
OSHKOSH, WISCONSIN



WISCONSIN AXLES

An 875 cubic foot content trailer unit in the Hancock Truck Line, Evansville, Indiana. Powered by Continental 21R

PROFITABLE LOAD MILEAGE



Cross section showing overhead valves with double springs and the rugged bridge truss, nickel iron bearing cap held rigid to crankcase by four bolts instead of conventional two. Center main bearing is held by six bolts. Heads, main bearings and crankshaft are interchangeable.

Continental Engines for trucks range from high speed motors for light fast carriers to the heavy duty high powered unit for the six wheel truck and the trailer power plant. Profitable load miles can be obtained only when the power plant gives uninterrupted service, without a continual drain of income for repairs. The Continental six cylinder high speed series, ranging from 25 h.p. to 120 h.p. are designed for continuous fast service. Double valve springs, together with interchangeable main bearings supported by rigid bridge truss caps are employed, adding an extra factor of safety for continuous, uninterrupted operation.

CONTINENTAL MOTORS CORPORATION
***Offices:* Detroit, Mich., U. S. A. *Factories:* Detroit & Muskegon**
The Largest Exclusive Gasoline Motor Manufacturer in the World

Continental Engines

POWER BRAKES
for a Power-Brake Job

There's no use asking a human leg for more power than it's capable of giving. It's apt to be costly, one way or another.

A great many fleet operators are turning to the B-K Vacuum Brake Booster as a logical solution to this problem.

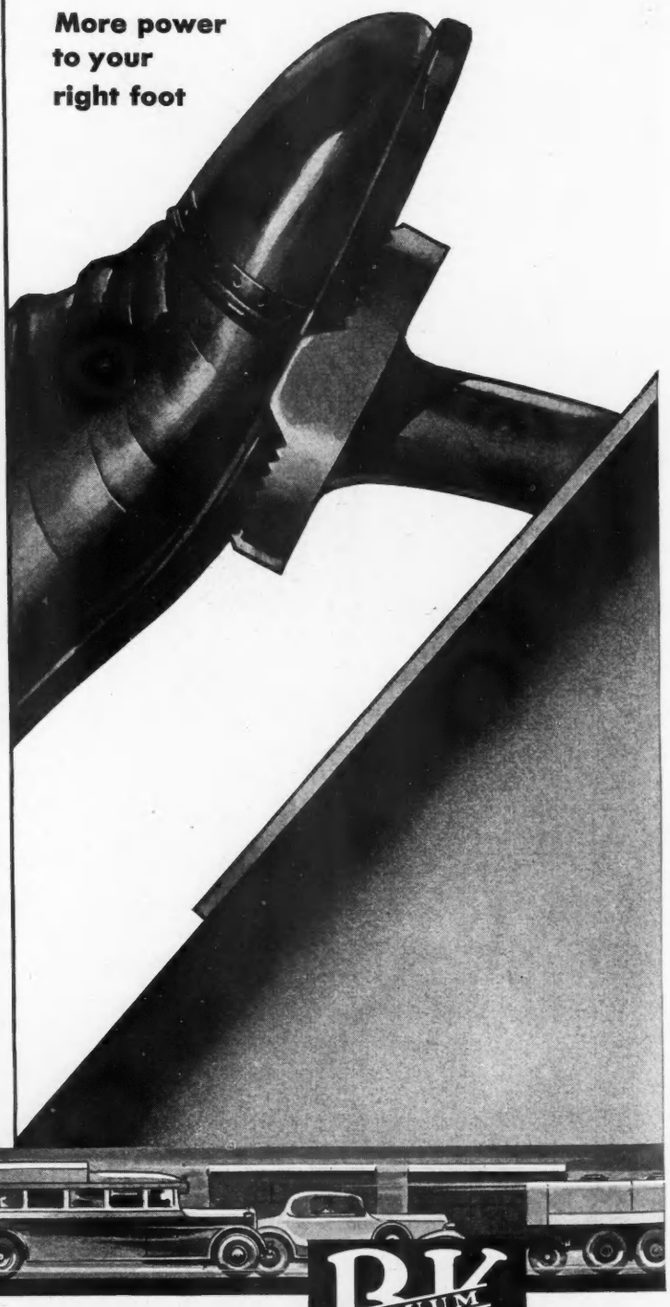
They save money by it—two ways: conserving manpower (driver efficiency has dollar-value); and safety of vehicle and load (ask your insurance counsel about this).

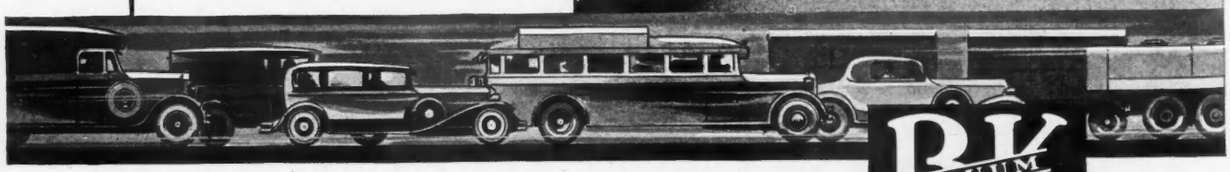
Nothing could be more effective than this simple device which utilizes the vacuum of the intake manifold; operates by the brake pedal; adds that ample fund of power to the driver's effort.

It's inexpensive, easy to install, and provides an added safety factor worth far more than its installation cost.

B-K equipment is standard on a number of trucks and buses; applicable without brake change to any truck, bus, car or trailer.

A B-K dealer franchise is a money-maker. Better inquire of us concerning your territory.



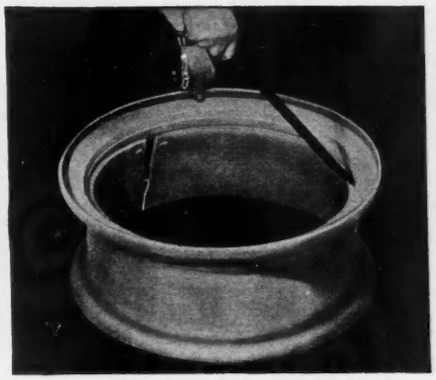


BRAGG-KLIESRATH CORPORATION
Queens Boulevard & Harold Avenue
LONG ISLAND CITY, NEW YORK
(*Division of Bendix Aviation Corporation*)

BK VACUUM BRAKE BOOSTER
A BENDIX PRODUCT

OPERATION OF K RIMS IS SIMPLICITY ITSELF!

Pry No. 1—at the joint



Pry No. 2—at the side. Rim is ready for tire

To save time and cost use K Rims *as standard fleet equipment*

Fastest rim to operate. Two pries with a bar prepare K Rims for mounting tires. When tire is mounted, rim parts are firmly locked together and will not separate — always safe on road. Open valve-stem slot for further ease in handling. K Rims are interchangeable when used for singles or duals. Construction strong and light and permits maximum ventilation for heated brake drums. They guard against premature tire failure; economical always. Standard rims for money-making trucks and buses everywhere. Specify for your fleet now.

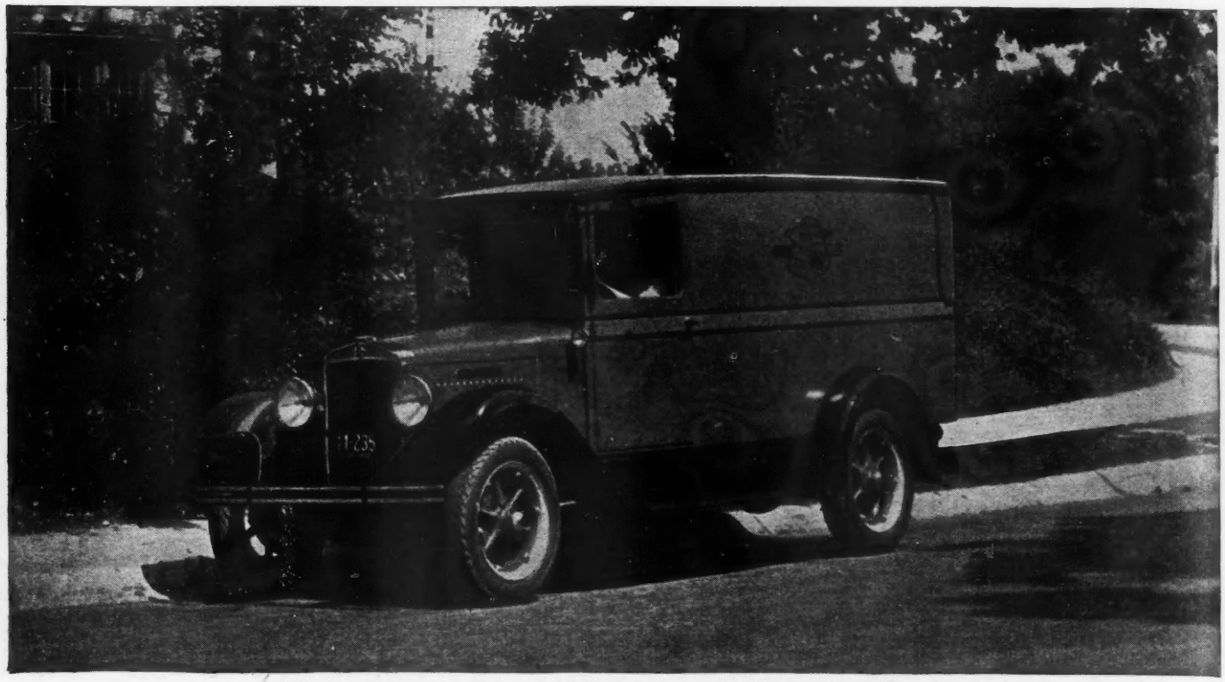
THE MAN WHO CHANGES THE TIRES LIKES K RIMS

GOODYEAR

K RIM EQUIPMENT FOR TRUCKS AND BUSES

Read These Low Cost Figures . . .

A Striking Example of Hauling Economy



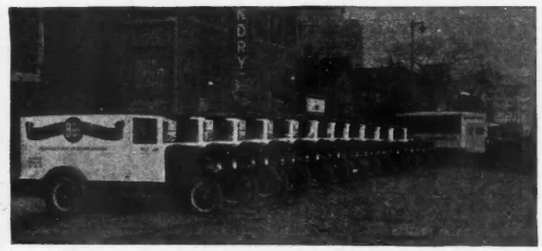
The new International Special Delivery has graceful lines, and new features that you will find interesting for delivery service.

HERE is a set of cost figures which demonstrate the efficiency of the International Special Delivery Truck. The Campbell Laundry Company of Milwaukee, Wis., operates an exclusive International fleet. Twelve of the trucks are Special Delivery models and the other is an International Speed Truck.

The twelve Special Delivery trucks went into service January 28, 1928. In the 23-month period ending January 4, 1930, they covered 255,546 miles, an average of 21,295 miles per truck. One truck covered over 35,000 miles.

During 1929 the twelve Internationals averaged 11.2 miles per gallon of gasoline. The truck with the best record averaged 13.42 miles per gallon. The lowest average was 7.1 miles per gallon for a truck operating in the congested area where many stops were required. Oil consumption in 1929 averaged 12.5 gallons per truck.

Parts purchased in the 23 months amounted to $379.47, of which $157.41 went for repairs due to accidents and collisions. This left $222.06, an average of $9.65 per truck per year for all service requirements. Only 5 trucks had valves ground and only three required refacing of clutches. Take these figures as evidence of what International Trucks can do for you. Ask the nearest of the 180 Company-owned branches in the United States and Canada for information and a demonstration. Write us for catalogs and detail information.



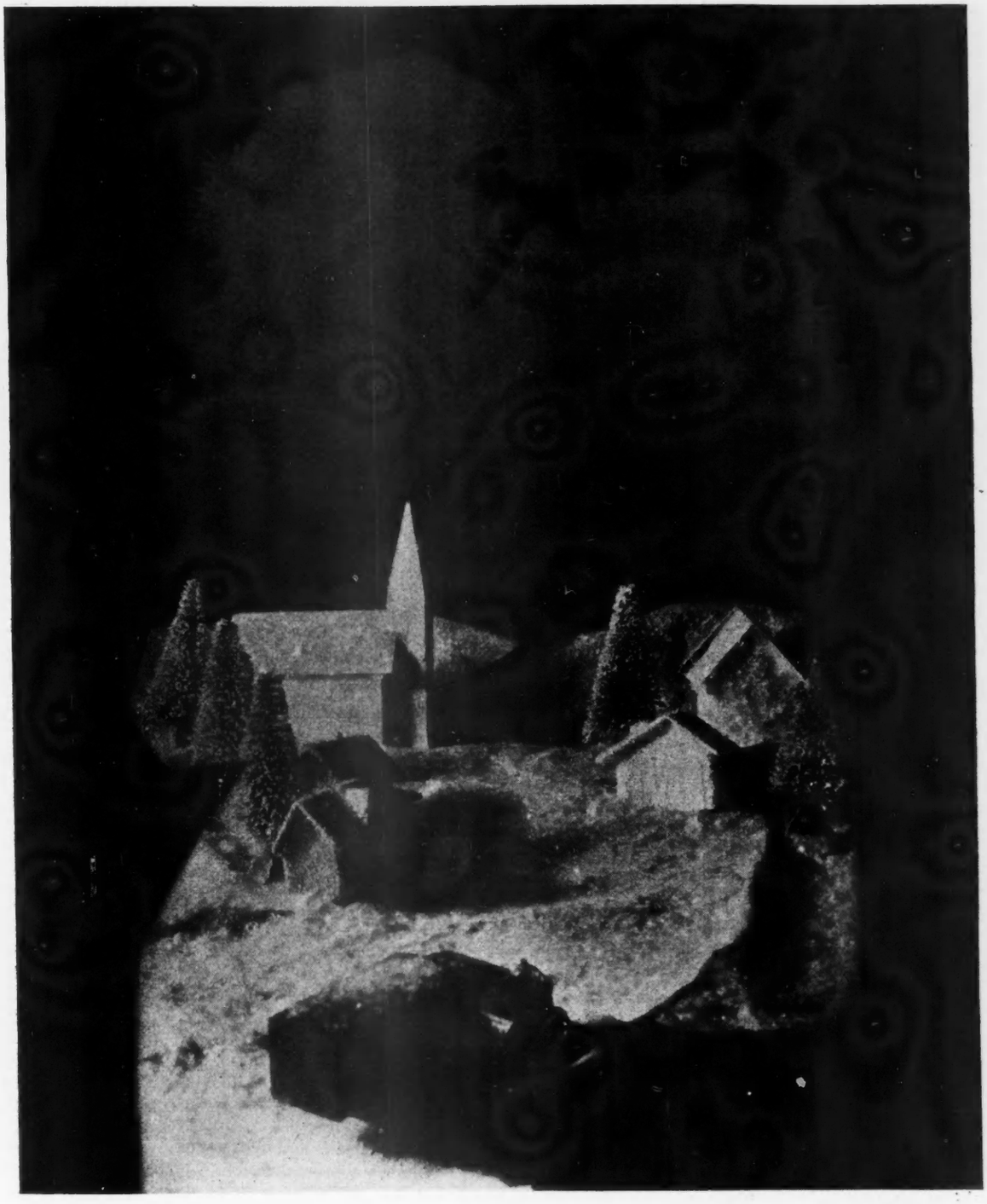
Showing the International fleet that has performed so economically for the Campbell Laundry Company.

INTERNATIONAL HARVESTER COMPANY
OF AMERICA
(Incorporated)
606 So. Michigan Ave. Chicago, Illinois

INTERNATIONAL TRUCKS

COMMERCIAL
CAR JOURNAL

VOL. XL PHILADELPHIA, DECEMBER, 1930 NO. 4



THE SPIRIT OF SANTA CLAUS

DEALERS SEE SHOWS

Alert Ones Will Take Advantage of Fact That Many Cities Will Give Trucks Prominent Place in Annual Automotive Exhibits

By
NORMAN G. SHIDLE
Directing Editor,
Chilton Class Journal
Publications

AUTOMOBILE SHOWS in 1931 will get greater public interest than at any time in many years. Thousands of automobile-hungry people will be on deck to look at the new cars and trucks assembled under one roof, whether actual buying turns out to be active at the shows or not.

Motor truck interest will reach a new high point in the 1931 shows. Commercial vehicles will be on display again at the New York Show after an absence of one year. Fourteen different makes will be exhibited at this big national exposition which is the opening gun of the 1931 show season. In at least 19 other cities throughout the country, from Portland, Maine, to Los Angeles, Calif., commercial vehicles will be important stars in the constellation of vehicles assembled in local automobile shows. In many of these cities truck dealers unable to get exhibits into the actual shows due to lack of space or size of vehicles will cash in on the motor-mindedness stimulated by the shows with special displays in their own showrooms. And truck dealers throughout the country will be alert to contact the numerous business men and fleet owners who come to the 1931 shows, whether they attend primarily to see the passenger car exhibits and trucks incidentally or vice versa.

The truck business needs the stimulation of the shows this winter as never before. Following a year of economic depression, business, as well as individuals, is eager to move forward again. Truck, as well as passenger car, equipment has been subjected to delayed buying. The shows offer the industry's best chance to catch anew the interest of future purchasers. What is being done to realize this opportunity?

In more than one town special efforts to high spot the truck exhibits at the local automobile shows are going to be made. This is one of the important indications brought out in communications just received by COMMERCIAL CAR JOURNAL from managers of the leading local shows throughout the country.

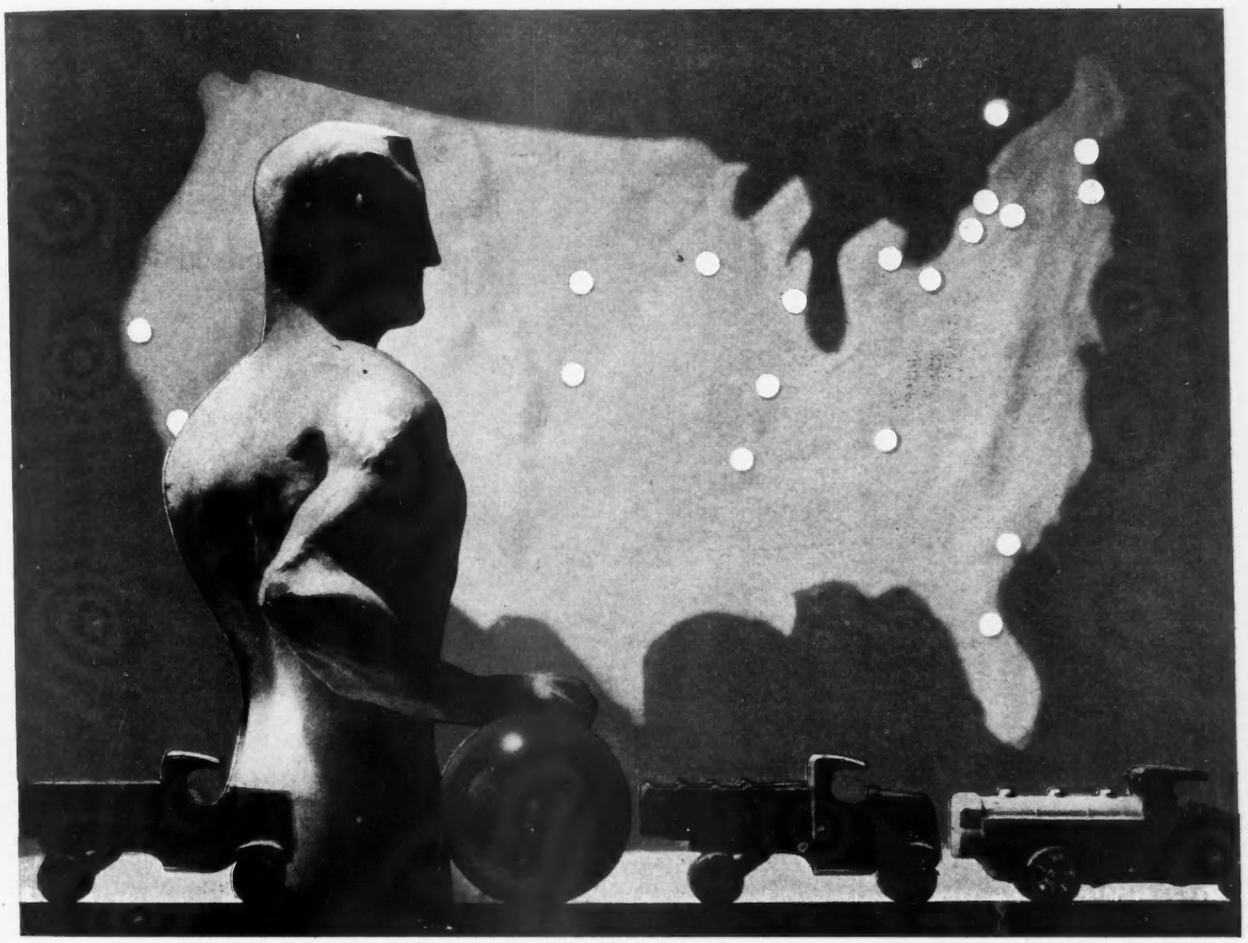
In Milwaukee, for example, special invitations to the show are being mailed to every truck owner in nearby sections of the state, and it is possible that a parade of some kind may be staged on the opening day of the show. Milwaukee will devote 30,000 ft. of floor space to truck exhibits this year. Denver, with rather meager facilities for truck displays, will nevertheless have 10 trucks on exhibition. Detroit, with its mammoth auditorium, will provide exceptional display space for about a dozen commercial vehicle exhibits, while St. Louis, in addition to a dozen truck exhibits, will have four truck body displays. Los Angeles, maintaining a precedent of 12 years standing, will have at least nine booths devoted to truck displays this year. Montreal's show, the national motor show of eastern Canada, will cover three floors of that city's spacious Stadium Building. The entire third floor of that building will be devoted exclusively to the tenth annual exhibit of commercial vehicles, including 13 different makes of American trucks. An exhibit of four or five trucks will mark Peoria's entrance into the commercial field for the first time in its show history.

Backed by the prestige of 13 years consecutive running, the truck section of the San Francisco show is being featured by Manager G. H. Wahlgreen. Even though only 24,000 ft. of floor space is available for 10 exhibits, more than 15,000 broadsides announcing the truck show have been sent to truck operators. Buffalo, displaying trucks in its automobile show for the twentieth year, will have about 10 such exhibitors, while Rochester, featuring trucks for only the second time, will have six or seven. Only in Cleveland

Shows Starring Trucks

New York	Jan. 3-10
Buffalo	Jan. 10-17
Milwaukee	Jan. 10-18
Detroit	Jan. 17-24
Boston	Jan. 17-24
Montreal	Jan. 17-24
Louisville	Jan. 19-24
Rochester	Jan. 19-24
Cleveland	Jan. 24-31
Los Angeles	Jan. 24-Feb. 1
Portland, Me.	Jan. 26-31
Syracuse	Jan. 26-31
Minneapolis St. Paul	Feb. 1-8
San Francisco	Feb. 1-8
St. Louis	Feb. 2-7
Denver	Feb. 9-14
St. Petersburg, Fla.	Feb. 9-14
Peoria, Ill.	Feb. 11-15
Rapid City, S. D.	Feb. 12-16

LEAD TRADE REVIVAL



is there evidence of reduction of truck display space this year as compared with last. Throughout the country generally appear evidences of expansion of truck interest and increasing attempts to add to the value of such displays.

The new attitude of shop equipment manufacturers toward the motor truck, manifested at the recent Motor & Equipment Association-National Standard Parts Association show in Cleveland, seems in some ways a harbinger of accelerated truck interest in 1931. At that show it was apparent that the average repair shop equipment manufacturer is paying a lot more attention to the heavy-duty truck market than in former years, not only from the standpoint of making real heavy-duty units, but also in planning increased sales activities in the commercial fleet market. Two prominent shop equipment makers, among those exhibiting at Cleveland, have just put special sales managers on the heavy-duty end of their businesses, while similar moves are projected in a number of other cases.

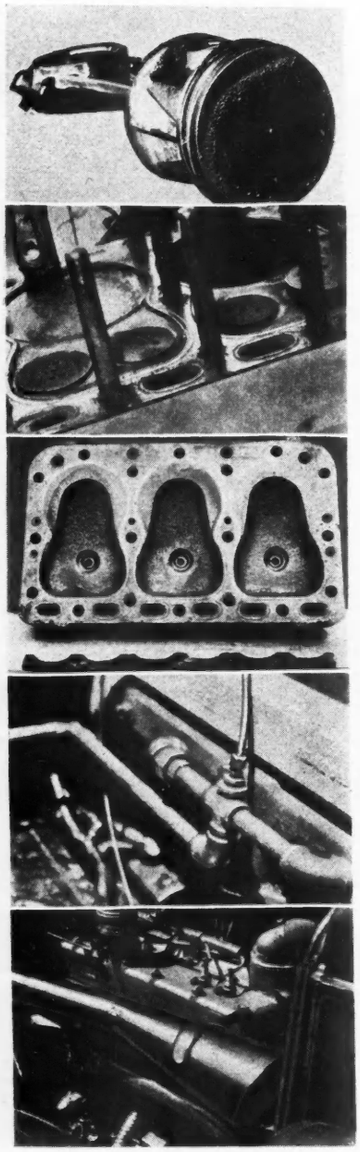
Relatively few show managers, it is true, have set aside one day during show week as a special Motor Truck Day. Outstanding among those who are planning thus to throw the spotlight on commercial vehicles for one day is Robert E. Lee, veteran St. Louis show manager, who plans a special Motor Truck Day on Feb. 5. "All truck distributors who exhibit," Lee writes, "will call in their dealers from the surrounding territory for a dinner, each company holding its conclave separately.

"We plan to give this truck display a considerable amount of publicity," he continues, "in the newspapers, over the radio and otherwise."

This St. Louis enthusiasm for the truck exhibit is based on years of experience and former exhibits which have usually included such prominent makes as Ford, Chevrolet, Federal, G.M.C., International Harvester and others.

With the truck trade itself lies the answer to the question: "Can the 1931 shows be made to stimulate motor truck buying interests?" Show managers generally are eager to cooperate in any stimulating move local dealers and distributors may urge to give impetus to the truck exhibits in 1931—which can and should be made the greatest of all automobile show years.

"ALTERATIONS PAY IF—"



Top three illustrations show comparatively clean condition of engine after 15,000 miles operation, attributed to use of 1 qt. of oil to every 50 gal. of gasoline. The center view also shows the soft steel plate made by this operator to reinforce a cracked base. The next illustration shows a homemade vacuum equalizer. Bottom: a combined air inlet and air cleaner

If—"Money Sunk in Altering the Truck Results in More Efficiency, Cheaper Operation or Increased Pay-Load"

THE devil, as the saying goes, can quote Scripture to suit his own ends.

This well-known crack came to my mind when, after tearing the wrapper from my copy of the September issue of COMMERCIAL CAR JOURNAL, I came across an article entitled "Is Money Sunk in Extensive Alterations Just Money Sunk?"

Now don't get me wrong. I don't mean to accuse the author of that article—Billie Burgan—of being cloven-footed. On the contrary, his chief point was well taken. The backbone of his discussion was this statement: "If in this present progressive period a truck owner indulges in extensive and expensive alterations *to put off the purchase of a new truck* he may be setting up a Frankenstein that may devour not only an investment sufficient for the purchase of a new piece of equipment, but also his profits and even himself if he happens to be in a business in which the truck is his means of earning a livelihood."

Mr. Burgan's approach to the alteration question proved to me that he is a devil of a good truck salesman. I can't argue against his chief point. But it just seems to me that because too little emphasis was placed on the phrase "to put off the purchase of a new truck," most of the readers got the impression that alterations at all times are unprofitable. My own experience is proof that the question "Is Money Sunk in Extensive Alterations Just Money Sunk?" can also be answered with a very loud "No!" There are times when alterations are highly profitable, which is what I shall try to prove. So, as Mr. Burgan himself remarked, let's be getting on.

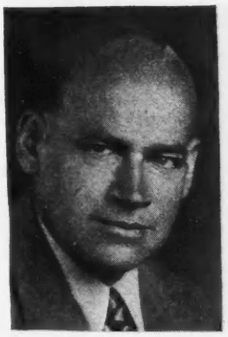
• Two Extremes •

IT has been my experience that manufacturers and engineers rate the pay-load capacities of trucks too conservatively and that truck salesmen swing to the other extreme and rate them too liberally. In either case alterations are necessary if the operator is to exact maximum utility. Money spent on alterations is a wise investment if because of them a truck can be operated more efficiently, more cheaply and can be made to carry more pay-load. Decision of each change, however, should be based on the premise that the cost of the change will be covered by savings in a very short time and that the change will continue to bring about savings thereafter. To qualify further, the value or success of an alteration depends on the engineering and trucking knowledge of the person ordering the change.

I contend that at the present stage of motor truck development most of the units used in trucks are built to do 50 per cent more work than the balance of the truck will stand, but by strengthening the weak points, 50 per cent may be

SAYS FLEET OPERATOR

FRANK A. ROSE



FLEET OPERATOR
San Diego, Calif.

added to the gross load, which the vehicle will carry at quite a low cost per ton-mile.

Not many years ago there were solid-tired trucks that would only carry a pay-load of about half their weight. Today manufacturers claim that their trucks have the ability to carry a pay-load about equal to their weight. But we take these trucks in many instances, build up their weak points at an expense of about 35 per cent of their cost and carry three times the pay-load originally recommended and at an increase in operating expense of only about 15 per cent.

Manufacturer ratings are probably based on dirt-road conditions, but here in California at least, where operations are over good roads, large factors of safety are unnecessary. While I believe that some time in the future manufacturers will strengthen weak points and raise gross ratings correspondingly, alterations in the meantime are very essential.

• Wanted •

TO go into detail, let us go through the average truck from one end to the other. In the produce business in southern California I would say that an engine of about 450 cu. in., developing its maximum torque at about 1800 r.p.m. and operated at that speed against a governed speed of 2200 r.p.m. for shifting down and for emergency work would give slow ring rubbing speeds and hold bearing loads low, making for minimum upkeep and long life. Used with either a worm axle of about 5¼ to 1 ratio, a five-speed transmission and 9.75/22 in.-tires, or with a worm or double-reduction axle of 8 to 1 ratio, a four-speed transmission and a three-speed auxiliary providing under, direct and over speeds, the engine will propel a gross load of 34,000 lb. from Los Angeles to San Diego reliably and day after day in about 4½ hr. I consider the first transmission and rear axle combination more

TURN TO PAGE 44, PLEASE

By George T. Hook

THE JOB OF THE TRUCK SHOULD FIT THE TRUCK

MUCH has been said and written about the desirability of fitting the truck to the job, with heavy accents on proper tires, gear ratios, etc. To date, however, little has been said and less written about the need for fitting the job to the truck. Yet this angle of truck operation is as important as the other. It is an angle that intimately concerns truck operators and those who sell truck transportation. This article, after (some may say) a rather passionate introduction, considers the subject as dispassionately as enthusiasm will permit.

It may not be amiss to admit here that for the idea we are indebted to Jud Purvis, a colleague, who learned about trucks from the oil industry. And for the facts that make up the article we acknowledge a large debt to the nation-wide, impartial, fact-finding investigations made by the General Motors Truck Co., the results of which have been published in pamphlet form as vocational studies. These studies are available to all who may desire them. Our own estimation of their value is evidenced by the unblushing manner in which we have lifted bodily the materials with which to build our argument.

DANCING the hootchie-kootchie is a job that must fit the occasion.

The writer mentions this particular type of dance because through the kindness of Thomas F. Barry, Esq., executive secretary of the New York Merchant Truckmen's Bureau, he was in a position to make a first-hand study of it at the annual frolic of the New York truckmen on Nov. 19. He had a ringside seat from which his naked eyes could perceive every flex, reflex and convolution of equally naked muscles. You may say it was an indecorous display, and there would be no denying it, because the New York truckmen don't do things by halves. After all, who wants decorum at an annual frolic? That's why we think the job, in this case, fit the occasion.

If the same job were performed with the same facility and agility, not to mention nudity, before the annual convention of the Women's Christian Temperance Union (no offense intended), the effect—to be as temperate in the observation as the women in their thirst-slaking habits — would be rather objectionable. The job most certainly would not fit the occasion.

All of which is merely our blood-tingling way of driving home the point that just as such an exhibition of muscular control must fit the occasion to win appreciation so must the truck's job be fitted to the truck in order fully to appreciate the truck's potentialities.

Let's break in here with an explanation of what is meant every time the expression "the truck's job" is used. The truck a coal dealer buys is, of course, intended for the hauling of coal from the coal yard, say, to the consumer's coal bin. That's the truck's specific job, but surrounding it are a lot of physical characteristics which, if uncontrolled, may prevent the truck from enabling the coal dealer to make a success of his business. The truck has no control over these physical characteristics, but the coal dealer has. They include yard layout, loading facilities, dispatching methods and conditions to be encountered at the point of delivery. When these physical factors are not controlled, the result is delays to the truck which, as idle time, represent unused earning capacity and wasted dollars, because fixed costs work while the truck rests. It is proper to say, then, that by "fit the job to the truck" is meant "eliminate the delays incident to truck operation and thereby make it possible for the truck to accomplish a maximum amount of work."

Generally speaking, there is relatively as much wasteful motion incident to the truck's task of hauling as there is when a hungry, hare-lipped man with St. Vitus' dance attacks corn on the cob. (If this sight has been denied you, you've no idea of the heights wasteful motion can attain.) Every vocation has these sources of waste. A detailed analysis of one vocation might suffice to indicate the nature of these time-losing causes, but in order to emphasize the extent of these causes of trucking inefficiency and the need for fleet operators to study their own truck operations in order to get the most out of their trucks, we shall analyze a number of vocations. A careful study of the analyses will doubtless suggest to the fleet operator the lines along which he could proceed in order to fit his job to his trucks.

Truck dealers and salesmen also have much to gain from a perusal of the studies with which we shall busy ourselves in a few moments. It is in their province to suggest to truck users how their trucks can be made to earn more money for them. Which is the end the writer has in mind when he says the truck's job should be fitted to the truck.

Now let us take a few vocations and consider how some truck users in these vocations fail to get the most out of their vehicles because they don't fit the truck's job to the truck, and then see how other users have gone about making the job fit. Just one word of explanation before you begin slicing into the meat of this article: wherever "survey" or "investigation" is mentioned, the reference is to the field studies made by the General Motors Truck Co.

Coal Delivery

LOSS of time in coal delivery arises largely at two distinct places: in the coal dealer's yard and at the point of delivery.

• In the Dealer's Yard •

DURING both peak and dull periods, loss of truck time frequently is greatest at the one point where it should be easiest to control—in the dealer's own yard. In the great majority of yards the truck and the driver go through the following steps between the time they return from one trip and the time when they set out on another:

Truck pulls outside or inside the yard and stops; driver goes to the dis-

patch office and receives instructions for loading; driver prepares the truck for loading; truck is loaded and is driven to the scale (in split-board loads this frequently calls for two or more trips to the scale); load is adjusted to correct weight; driver gets his ticket and other delivery instructions; chute, wheelbarrow or other equipment is loaded; the helper (if any) is called, and the truck starts the trip.

Simplifying and speeding up these steps is the first task the coal dealer should undertake to fit the job to the truck and increase the efficiency of his truck operation.

All the steps, which represent typical procedure, can be boiled down to three main tasks: Moving in, about and out of the yard; loading; receiving loading and delivery instructions, or, in one word, dispatching.

• Yard Movements •

CAREFUL observation in a large number of yards revealed that trucks lose time in getting in and about the yard at four points: First, at the entrance to the yard where arriving trucks frequently become congested, with the result that movement ceases. Congestion here is due chiefly to yards having a single entrance-exit, which forces trucks to stand idle outside while loads are being weighed. An entrance and exit should be separately provided or the existing entrance widened. Second, at hoppers or other loading points, which should be sufficient in number and widely enough separated to permit free access without delay or maneuvering. Third, at turning points in truck lanes; many yards have sacrificed space for trucks in order to provide more storage space, but in most cases the gain in storage space does not compare with the cost of delaying the trucks. Fourth, at the scale; waiting at the scale cannot always be avoided, but space should be provided for quick maneuvering when split-board loads must return to the yard after each weighing.

• Loading •

GRAVITY and power type loading devices are familiar to every coal dealer. Whether or not he installs more of them in his yard depends on whether the economies they will effect will outweigh the cost of installation. Every dealer, however, should bear in mind the profit possibilities from such equipment in getting greater work accomplishment from his trucks. Minutes saved for the trucks mean dollars saved for the dealer, and it takes relatively little time saving, when multiplied by several trucks, to return the investment in loading equipment.

• Dispatching •

THE practice of having drivers stop and enter the dispatch and scale room twice—once to get loading instructions and again to get tickets and delivery instructions—is almost universal in all yards. And yet it is perhaps the greatest source of time loss at the yard. For in addition to the actual time involved in two trips to the office for the driver, it is in the office that the driver almost invariably idles away time in mere talk with other workers, stopping yard traffic and blocking the scales. One dealer's loss of time from that one source alone was estimated to be 55 minutes—on a busy day when drivers knew that orders should be rushed. Here are some typical examples of saving driver time:

One dealer, who had trouble with drivers crowding into the scale room, provided a row of boxes—one for each truck—with openings inside and outside the office. Tickets were placed in the boxes before trucks returned, and drivers took tickets from the boxes outside when they entered the yard.

Several dealers provided small openings through which loading instructions could be shouted to drivers as they entered the yard. One dealer provided this opening with a megaphone, another with a voice magnifier. Thus, one stop was eliminated.

Still another dealer installed a home-made signal system in which lights flashed to show six types of coal, four grades and a scale of ½ to 7 tons. When a truck entered the yard, the proper type, grade and tonnage were flashed to the driver without his having to leave the truck.

Whether any of these solutions fits the needs of any individual dealer depends somewhat on individual circumstances. But in no yard where time was wasted in giving instructions was it found impossible to reduce that time, and usually it could be reduced by some simple, common-sense method.

The extent of yard delays and how they affect the truck's earning capacity are well illustrated by the schedule of one typical coal truck during a busy day. The truck studied made nine trips consuming a total of 370 minutes. Loading and weighing time totaled 48 minutes, and the delays at the yard consumed 181 minutes. The average trip time of this truck for the nine trips was 41 minutes. On that basis it might have made three more trips if the average delay had been reduced to five minutes for each trip. In short, the truck could have accomplished one-third more work.

• At Point of Delivery •

DELAYS at point of delivery are generally due to two causes: delays caused by physical circumstances, such as customers' receiving facilities or impassable roads, and delays caused by the customer, such as absence from home, insufficient cash or complaints on the delivery. Control of these delays is possible through a pair of definite methods: a carefully developed order-taking procedure, and a complete customer record system which indicates all the essential physical characteristics of the delivery.

Bakery Delivery

THE typical fixed costs on a baker's truck per nine-hour working day amount to $7.45. If the truck loses 10 days a year through idleness, the cost of those idle days will be $74.50. Or if 10 trucks in one fleet lose one day a year, the result will be the same. In the bakery business costly time losses are caused by wasteful management of truck time at the bakery, and loss of productive time on the route.

• At the Bakery •

CAUSES of time loss at the bakery and how they can be eliminated are well illustrated by the experience of a Kentucky baker. This baker felt his trucks were losing far too much time at the bakery before starting on their routes. He made a careful study of causes and found:

That his 23 trucks lost an average of 8 minutes each waiting to load because of failure to have the bread ready for loading at the appointed hour and inability of the load checkers to keep up with the actual loading.

That the trucks lost an average of 4 minutes when the driver was forced to wait for more of his load to be brought onto the platform because the

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THE JOB OF THE TRUCK SHOULD FIT THE TRUCK

S. A. E. SEEKS LIGHT ON OPERATOR NEEDS

Transportation Meeting Judges Vehicle Design By Results in Operation

By James W. Cottrell

WHENEVER well-established practices and accepted theories are challenged by able men the ensuing discussion is a treat for all within hearing. The annual transportation meeting of the Society of Automotive Engineers held in Pittsburgh, Pa., Oct. 22-24, brought together the able men and the entrenched ideas. Engineers and fleet operators joined forces in putting design and operation through the third degree in a manner pleasing to witness. As a result both groups learned more of each other's problems, every one of the sessions extended beyond its allotted time and motions were made to appoint committees for further study of needs of operators.

Usefulness of dashboard instruments was the first of accepted facts to be analyzed. It has generally been taken for granted that such instruments are necessary, but one engineer proposed to discard the whole assortment. What are instruments for, to give specific information or serve as warnings to the operator? Discussion of this broad question brought out some interesting information. Oil pressure gages registering in numbers mean little to an operator, according to one owner. A driver may be operating a truck in the morning on which an oil gage reading of 10 is satisfactory; in the afternoon he may drive a vehicle on which oil pressure should be maintained at 40 on the scale. What the driver wants to know, if he interests himself in the subject at all, is whether or not the oil pressure is okay. M. C. Horine, of Mack, suggested that all instruments should be of the no-indication-if-everything-is-all-right type and that they could be arranged to ring bells, blow whistles or perform other antics to attract attention of drivers when something is wrong.

Tachometers showing engine speed were advocated by several who discussed a paper on indicating and recording instruments read by C. W. Stocks, editor of *Bus Transportation*. Scales can be calibrated to show miles per hour of vehicle in high gear instead of revolutions per minute if desired. It developed in the discussion that no engines now in production have provision for driving tachometers.

The paradoxical statement that sometimes it pays to waste labor bobbed up during discussion of reclaiming crankcase drainings. It was reported that a certain operator drained engine crankcases at certain intervals whether the vehicles operated or not. Shameful waste! The operator, who happened to be present, hastened to defend his extravagance. True was it that he drained oil from engines every week no matter how many

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GEAR-SET JUGGLES

Engines Which Are Weak at Low Speeds Need Clutch and Wide Range of Gear Ratios

By Athel F. Denham

WELL, we were wrong, Mac didn't show up for almost eight weeks. Whether or not he would have, by himself, eventually, we don't know—we rather think he would. But sitting around a couple of afternoons with nothing to do except to write a couple of dozen letters, three or four stories, and talk to about eight people, we got to worrying about the last lecture we had unwound, on the subject of rear axle final drives and so forth.

Here we had gone and told him that the type of final gearing depends largely on the reduction ratio in the rear axle, and we began to worry whether he thought that rear axle ratio was the only kind of speed reduction between the engine and the wheels that he had to think about.

There may have been something malicious in the thought. Certainly Mac had pestered us enough with his eternal questions about trucks, and maybe there was a little bit of anticipated joy in the idea of giving him something else to think about—but, anyway, that next week-end we piled into our Exasper Eight and ambled out to the MacAndrews farm.

"Am I in time?" we inquired as we untangled ourselves from around the steering column.

"No, dinner's over," says Mac, and grins, real Scotch-like.

"I mean, did you buy that truck yet, Mac?" And, seeing from the expression on his face that the idea that he might have was somewhat of a shock to him in spite of all the talking he had done on the subject, we broached the subject of our visit. "Remember when we were talking about rear axle final drives, gear ratios and so on, Mac? And how the gear ratio goes up as the size of the truck increases?"

"Sure," says Mac. "You didn't come all the way out here to remind me of that or go over all that again, did you? And you're not going to tell me that there was something about truck axles you forgot."

"Well, I might even do that," we try to worry him, "but I don't think I will. No, what I want to do today is to go into a huddle with you on transmissions and clutches and what they do, and how they vary with the size of the truck, and the kind of service to which it is to be put."

"As you know, Mac, an automotive vehicle—and a truck somehow is no exception—has an engine from which you get power and an axle which converts that power into motion of the truck. But you don't start the engine and start rolling at the same time. Not if you're sober. A gasoline engine can't start up under a load, like a locomotive. It has no pulling ability until it is turning over pretty fast. So the engine must be free to start up and get up speed. Then we put the load on, that is, give it something to do, but this must be done gently. If you were just suddenly to connect the fast-running engine with the standing-still truck, either the engine would stall or something would go flooey. You've got to apply the power gradually until you get enough applied to start rolling.

• Pull or Speed •

THE transmission, which is a box with a lot of gears inside which are shifted around and mixed up like eggs in a magician's hat, helps with the starting too. It has a set of gears which lets the engine turn over fast without making the truck go fast. This is just what we want when we start, so we start in what we call low gear, or first speed."

"If that works so well what do we have all the rest of the gears for?" queries Mac.

"If we always ran on level concrete roads we could get along with two or three gears, but there are hills and mud and traffic and lots of different conditions. So we build transmissions with three to seven speeds or use two transmissions to give us eight to twelve."

"Remember what I just said about a gasoline engine having little power when it runs slow? Its power goes up as it runs faster until a limit is reached when going faster does no

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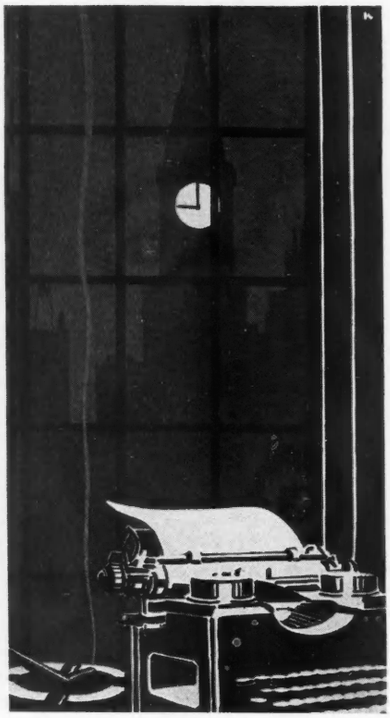
TORQUE AND SPEED

AFTER HOURS

We Seat Ourselves on a Volcano To See What We Can See



EXAMINERS of the Interstate Commerce Commission, as you probably know, are making a pleasure tour of the principal cities of the nation and hoping at the same time to get enough information on bus and truck competition with railroads to enable them to diagnose the reasons why railroads are losing passenger and freight traffic—hence revenue—to the road vehicles, and to prescribe a diet that will revitalize the undernourished railroads.

The testimony at the St. Louis, Kansas City and Dallas hearings was contributed almost entirely by railroad witnesses. There was nothing unexpected in the demands made. The hue and cry was reminiscent of an historically infamous mob of zealots. Summed up it was "Crucify our bus and truck competitors with regulation and the profit be upon our heads."

We can't bring ourselves to sympathize with the bus interests in any question of regulation because they've been pointing this loaded shotgun at themselves for several years. And it is practically a certainty—what with President Hoover's mentioning the necessity for bus regulation in his recent congressional message—that this year Congress will pull the trigger. Of course the exact nature of the charge still is in doubt. When the last session of the Senate got through with the Parker bus bill it was no more deadly than a spitball. Maybe since then ideas of bus regulation have undergone a change. At any rate if the railroads have their way the shotgun will be loaded with dynamite to make certain that some heads are knocked colder than a buffet lunch. We can't generate any sympathy because like the beginning of every gunning season it's a case of hunter shoot hunter. The large bus operators want to kill off their small competitors with regulation and the railroads would like to see both of them filled with lead. For a time the National Automobile Chamber of Commerce managed to forestall the feud but now it's out of hand and the belligerents have settled down to serious shooting. Something is bound to happen soon.

When it comes to Federal regulation of trucks, however, we have carloads of sympathy and it's all for the railroads—to haul whither they list. We sympathize with the railroads not only because they are making stupidly unreasonable, selfish demands but also because they don't seem to realize that when they shoot at trucks with Federal regulation guns they are shooting at an intangible thing called "Service" back of which is a large shipping public which is not likely to stand still and be riddled.

An example of the selfishness that motivates railroad action developed glaringly at the St. Louis I. C. C. hearing when a Missouri Pacific representative declared that regulation of private and contract trucks as well as common carriers was necessary. Truck regulation, he held, would not be practical if limited to common carriers. We only hope all railroad men share his belief and that they continue to do so. Truck association secretaries then could restrict the expenditure of energy to the hiring of dancing girls for the monthly meetings.

This regulatory length to which railroads would like the Federal government to go just seems to us to reflect a greater degree of authenticity upon what must be the common assumption that the railroads realize truck hauling of l.c.l. freight is a good thing and that selfishly they want it all to themselves.

We have a little proverb of our own to the effect that "hamstrung competitors bring home no bacon." The railroads want truck competition strung up with rate, convenience and necessity regulation and excessive taxation, then they want I.C.C. permission to operate trucks and a set of combination rail-truck tariffs. This will give them the loaf, and let the crumbs fall where they may. Shippers would have to pay more money for the same services they are getting today. A practical railroad man, of course, would advise them that they could defray some of this additional expense by riding in upper berths the rest of their lives.

The conclusions of the I.C.C. as a result of the 17 scheduled hearings will be interesting but not necessarily vital. Congressional action later on will be the palpitating part of this war to make the country safe for monopoly. And we urge trucking interests to begin building their case right now, and to remember that only shippers can tell the story of trucking as it should be told in order to influence legislators.

IT'S our custom to wish you a Merry Christmas, and we hope you do make merry over the realization that the worst is over.—G.T.H.

For Economical Transportation

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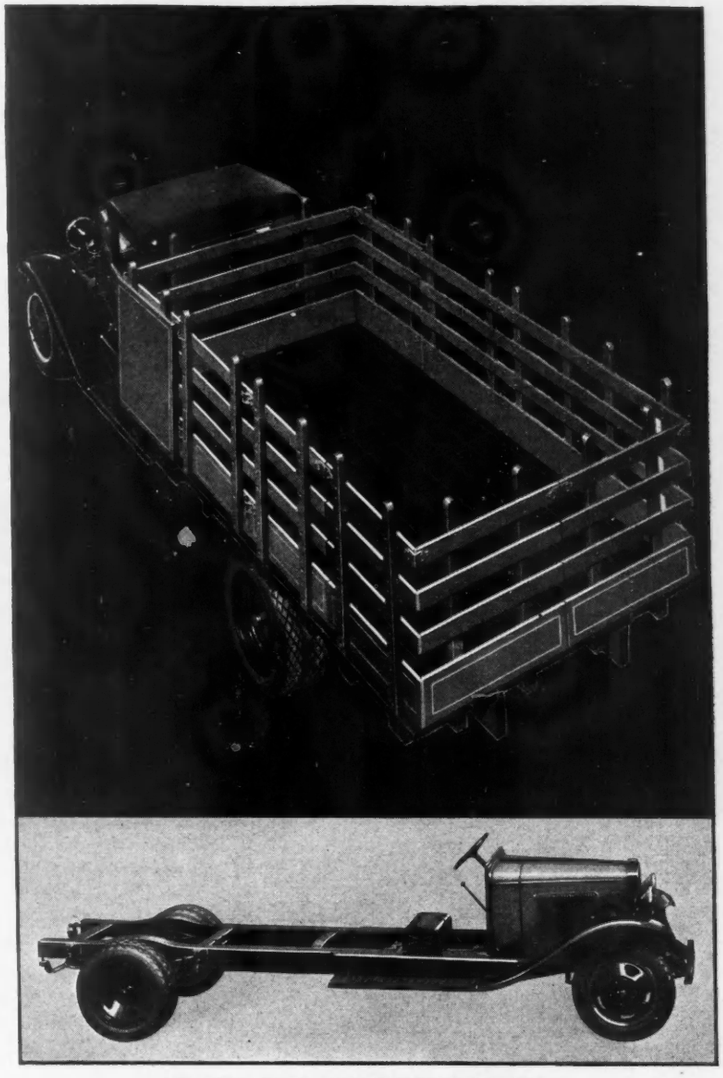

New Chevrolet Chassis with 157-inch Wheelbase

The business executive whose trucks handle lengthy, bulky merchandise, may now take full advantage of Chevrolet's low first-cost, low operating cost, modern six-cylinder performance.

A big, powerful, economical 1½-ton truck, capable of mounting a 12 ft. body, now completes the Chevrolet commercial car line.

This new Chevrolet truck combines, for the first time in commercial car history, extra long wheelbase, extra large loading space, six-cylinder performance at such a remarkably low price.

Among its outstanding features are: A new frame, over 18 ft. long and seven inches deep, to withstand extra strain imposed by heavy loads. Four long heavy-duty semi-elliptic springs, to support long bodies adequately and eliminate sidesway. New dual rear wheels, with 30" x 5" truck-type cord tires. A 50-horsepower valve-in-head six-cylinder engine. A new special truck clutch with a 10" disc. A new, heavy-duty rear axle. A new front axle, with I beam, king pins, and spindles greatly strengthened.

Obviously, on a chassis as rugged and powerful as this, you can mount an unusually large, long body, and haul bulky 1½-ton loads, surely, easily, safely —and economically!

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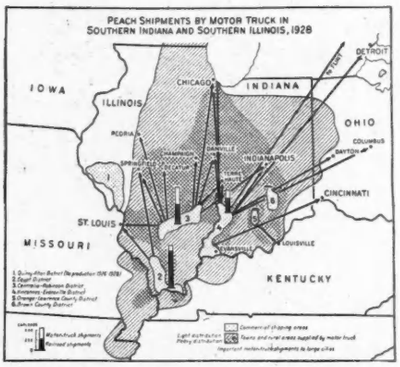

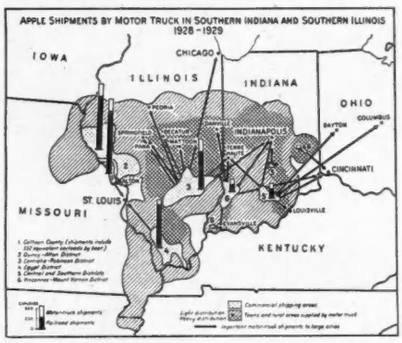

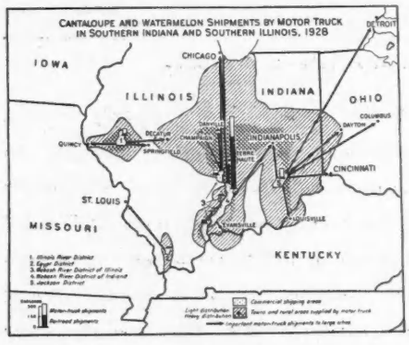

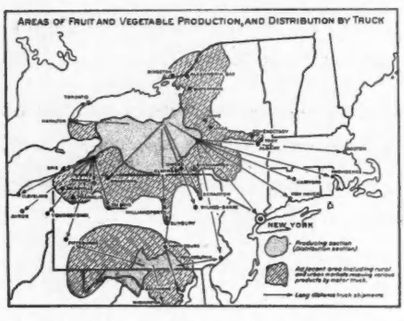

Graphical analysis of truck movements of products from producing to consuming areas

THIS IS THE SECOND IN A SERIES OF STUDIES BY

BRYCE EDWARDS

Marketing Specialist, U. S. Department of Agriculture, Bureau Agricultural Economics. The first dealt with the Economics of Trucking Truck and was printed in the October issue

OF fruits and vegetables around 14 per cent, or something like 175,000 equivalent carloads, were estimated to have been shipped to market by motor truck in 1929 (beyond 20 miles).

To obtain a complete picture of the place of the truck in the fruit and vegetable business five phases must be considered. First is the shipment from farms to market over longer distances than 20 miles. Second is the movement from farms to rail shipping points, and trucking less than 20 miles from market garden areas into city markets. Third is the redistribution from major city markets to surrounding trade territory. Fourth is intercity shipments to equalize demand and supply. And fifth is deliveries made by jobbers and retailers to their trade.

The long distance transportation of 175,000 cars of fruits and vegetables noted above represents rail displacement, in effect. In addition an amount fully as great is trucked from the gardening areas around cities into the markets, less than 20 miles. And a large part of the 1,068,745 cars shipped by rail and boat in the United States in 1929 were hauled from farms to the local shipping points in trucks.

These figures alone would serve to show the vast importance of the motor truck in moving fruits and vegetables. But above and beyond the transportation by truck to city markets is the redistribution out from these markets to the hinterland, or trade territory of large cities, by truck. Studies made by the Bureau of Agricultural Economics estimated that in 1930, 50 per cent of the fruits and vegetables unloaded at Pittsburgh were trucked out of the metropolitan area. Based on the unloads at Pittsburgh in 1929 this exceeds 10,000 carload equivalents.

To clearly visualize this distribution, picture a forty-ninth state with Pittsburgh as the hub. It extends to Warren, Pa., on the north, Bellefonte, Pa., and Cumberland, Md., on the east, Clarksburg, W. Va., on the south, and Cambridge and Canton, Ohio, on the west. Within 50 miles of Pittsburgh nearly all of the needs are supplied by truck

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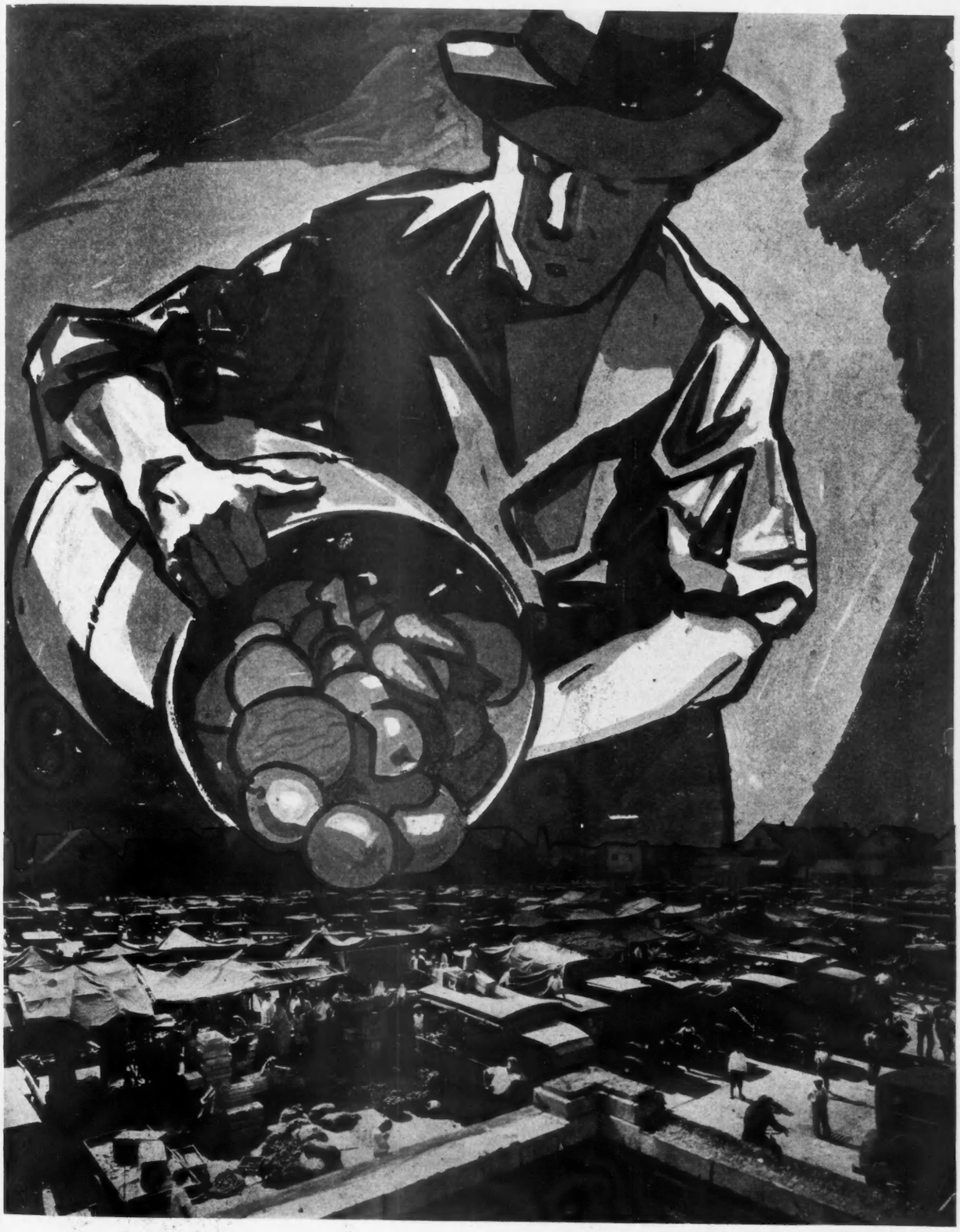


THE AGONY CORNER

The services of this department, conducted by an expert in truck mechanics, are available to all readers without cost. Send your maintenance problems to The Agony Corner. The solutions will be mailed or telegraphed.

SERVICE TROUBLES SOLVED THIS MONTH

1. Timing Federal-Knight
2. Ignition Trouble
3. Engine Quits Idling

1. TIMING FEDERAL-KNIGHT

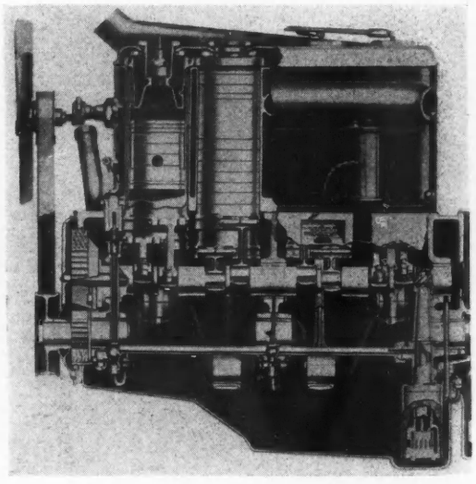
A GENERAL repair shop in Pennsylvania asks for correct timing of sleeves in Knight engine in a 1925 Federal truck, also if it is possible to adjust sleeve rods without removing the block.

● Timing of sleeves is as follows: When piston in No. 1 cylinder is on top dead center, exhaust port in cylinder No. 4 is just closed.

To check the timing, remove spark plugs and hold a pocket flashlight or portable light over plug opening of No. 4 cylinder. Look through the exhaust port of No. 4 cylinder as the engine is cranked over very slowly. When movement of the sleeve cuts off the light completely, No. 1 cylinder should be at top dead center.

Cylinder block should be removed to adjust sleeve rods on this engine. The sleeve rods are similar to connecting rods and wear is slight. As shown in the accompanying illustration, sleeve rod bolts are put in from the top. Pins at the upper end of sleeve rods should be examined when rods are adjusted. The block should be taken off.

Knight sleeve rods



FOR SERVICE MEN

2. IGNITION TROUBLE

PUZZLING, indeed, is the ignition trouble reported by a truck service station in Montreal, Canada. Engines are Hercules WXA, WXB and WXC, which carry the high-tension wires in fiber tubes attached to cylinder heads.

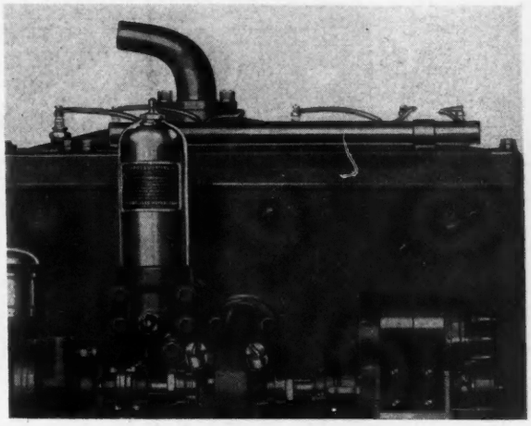
The engines missed, fouled spark plug. "It showed one strong spark, sometimes did not idle well. All the ordinary remedies failed. Carburetor and plug experts could not correct the trouble.

Finally the service man located the fault by a motor tester. Placing the tester on the driver's seat while the truck was in operation, he observed the glass tube showing spark from one plug. It showed one strong spark, very regular, but there were also five or six weak sparks that would fluctuate in the tester. We found that there was an action set up in the wires in the tubing."

Installing a steel tube in place of the fiber tube cured the trouble.

● Many arguments may be advanced against this solution. Fiber tubes are being used successfully, so are metal tubes. Some engines have no tubes at all. The arguments, however, fall flat in the face of the fact that the trouble has been cured.

Hercules ignition conduit



3. ENGINE QUITS IDLING

ALMOST every time a driver got out of a truck to make a delivery the engine stopped. He told the fleet mechanic about it and the latter checked the engine. It stopped again. Once more the mechanic checked over the carburetor, set the idling stop screw and mixture adjustment, checked tappet adjustment, spark plug gaps and ignition points. The engine was just as reluctant to keep running as before. By this time the driver was making sarcastic remarks about "mechanics who think they know something." Less important things have started wars.

When in danger even brave men seek help. This mechanic sought help in a neighboring shop. No, he did not take the driver along. The two mechanics went into a huddle and watched the engine do its stuff. As soon as the accelerator was released the engine lost speed, ran a few "revs" at slow speed and—stopped.

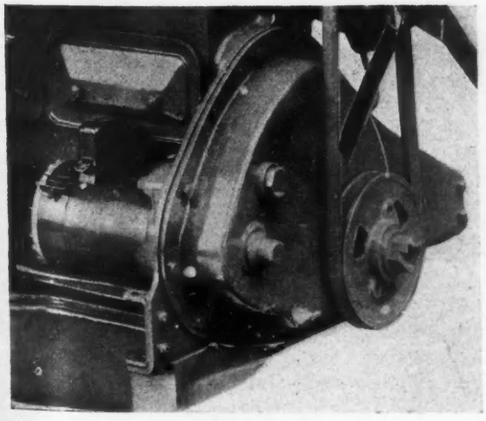
The second mechanic checked every point which the first had covered. Everything was right according to specifications.

By accident almost did they find out what was wrong. The front-end drive chain was very loose. It had not jumped a link, but it was loose enough to allow quite a bit of movement of the camshaft independently of the crankshaft.

The generator was moved over enough to make the chain sing and then moved back just a little. The engine stopped stopping and has been doing so since.

● Although this trouble happened to be upon a Dodge Bros. six-cylinder model truck which had traveled about 15,000 miles, it was due to lack of adjustment, which may affect any truck with loose front chain.

Dodge front end



SETTING SPARK BY

Ear Is All Wet

SHOP MEN who keep up with new things in their trade know they must set the spark of an engine just so to make it run right. If they set it a little too late, the engine lacks snap and pep; it tires easily. When they move spark too far ahead, the bad result is not so manifest, but the engine seems harsh and rough.

"Easy enough," we hear from the shop chorus, "set the spark right, not too early nor too late." Easily said, but not so easily done, because the margin between early and late ignition is very, very narrow. In fact, timing of spark in an engine cylinder must be just as accurate as the closing and opening of valves.

• Silent Spark Knocks •

THERE was a time when a mechanic would gladly undertake to set spark on any engine without so much as a glance at a service bulletin. "Points open on top dead center" serve for a start. After making this adjustment the mechanic would take the job out and step on the gas at 15 m.p.h. If there was no spark knock, he stopped and moved the spark ahead a bit. Then he stepped on the gas again and listened for the spark knock. Test runs and spark advancing continued until the knock appeared. Spark was finally set just a little short of knocking on acceleration.

Sneaking the spark up a little at a time won't do nowadays. Trying to find the best spark setting by guesswork or trial runs is a good way to waste time. The price for setting ignition is low, perhaps $1, and it includes no allowance for experimenting. There is another reason why the trial and error plan will not work, which is that modern engines do not "spark knock," even though the spark is advanced so far that it reduces power. Advance in engine design makes it more and more important that the spark be set according to orders, no more to be disobeyed than a traffic officer's whistle. Higher compression, scientifically designed combustion chambers and fuel with anti-knock qualities, which are used in present-day engines, are all based upon the assumption that ignition and valve timing will be maintained in accordance with the original design of the engine.

We are privileged to quote a statement by Alex Taub, Chevrolet Motor Co., an authority on combustion chamber design, showing why spark setting is so important.

"We have always been aware that increasing the compression ratio of an engine increases the sensitivity to spark advance of that particular engine. Modern combustion chambers have in no wise affected this sensitivity, but have merely made it possible to use high compression with a minimum of disagreeable effect, the most important of these detrimental effects being excess detonation and/or harshness.

"There is a point of maximum pressure during the explosion time in an engine, which point comes somewhere between 10 and 15 deg. past top dead center. The arrival of this pressure to its maximum requires time, because if this were accomplished instantaneously our engines would be exceedingly rough.

"It is in the control of this time element between ignition and maximum pressure that the combustion chamber engineers have been doing their work, endeavoring to lengthen the time, thus reducing the shock brought on by this rapid increase in pressure.

If this maximum pressure point should come at top dead center, as well it might if the spark is over-advanced, then the maximum pressure would be applied at the time when the crankshaft is straight up and down, and in its most rigid position. Thus over-advance creates roughness. If, on the other hand, the spark is retarded too far, then the maximum pressure point comes much later or at an increased distance past top dead center. However, the mixture will still be burning when the exhaust valve opens, thus adding an additional heat burden to the engine parts. This gives overheating with a retarded spark and, of course, a waste of power, which shows up in poor acceleration and poor economy.

• Soothing Rough Engines •

WHEN a combustion chamber is designed with these fundamentals in view and care has been taken in the design of the chamber so that the amount of mixture that is burning within the chamber is under control for any given point, it is obvious that the spark setting is very important. The chamber being designed for smoothness with high compression requires that the spark be set very closely to specifications, since the position of the piston is an important part of the combustion chamber shape, and when the spark it set other than at the proper place combustion is going on in a combustion chamber of entirely different shape from that which was originally intended.

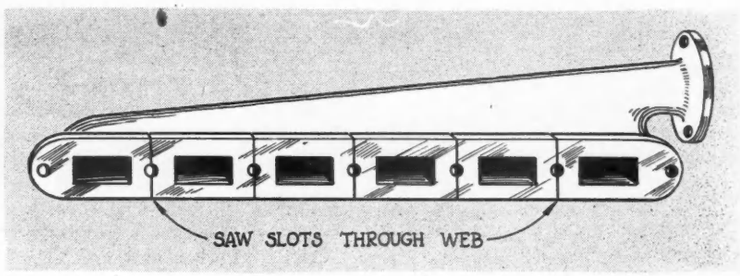
"Setting of the spark for detonation is a method that has been outlived, since combustion chambers have been improved to a point where maximum power may be obtained without detonation. Thus if the spark is set to slight detonation, we are operating with over-advance, and are forced to endure a harsher operation than was intended.

"With the introduction of improved fuels such as Ethyl gas and other anti-knocks, this setting of the spark by detonation becomes still more critical. Reliance must be placed upon the specifications or information given by the manufacturer as to the proper spark setting for satisfactory operation."

LIFE LINES
FROM THE NATION'S SHOPS

A mechanic should clutch at something more substantial than straws where he finds swimming difficult. To encourage mechanics in sending valuable ideas to this department, $5 will be paid for contributions that are accepted. Describe the idea in shop terms and accompany it with drawing or photograph.

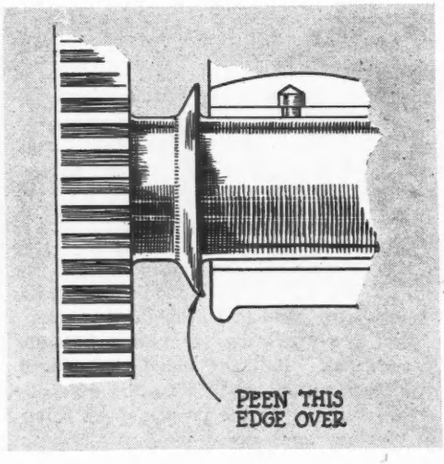
THE HINT OF THE MONTH



Rear Main Bearing Leak

A simple and effective method of overcoming leakage of oil from the rear main bearing of an engine is reported by E. T. Bissonett, Bissonett's Garage, South Burlington, Vt.

He says that "many owners will not let me tear their engines down to put in new bearings for an oil leak." His method is to remove the oil pan and peen the oil throw-off flange of the crankshaft forward, as shown in the sketch. It is not necessary to turn the flange over much to get results.



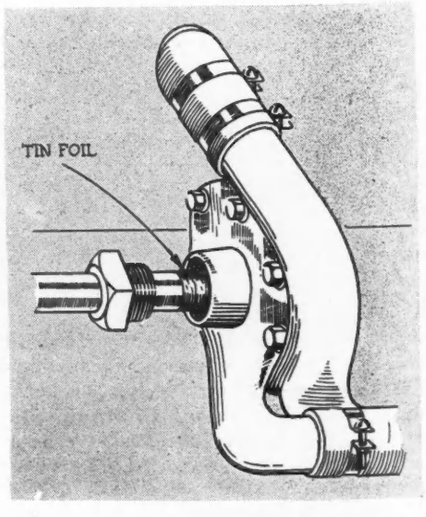
Manifold Trouble

Continued expansion and contraction sometimes cracks exhaust or combination manifolds having solid webs. Theodore E. Forster, Hammonton, N. J., overcomes this trouble by cutting a slot the width of two hack saw blades through the webs.

The first step, of course, is to preheat the manifold and weld the broken part, then cut slots as shown.

Water Pump Shaft

A single thickness of tin foil placed about a water pump shaft will protect the shaft from scoring by hardened packing, according to W. E. Warner, London, England. The foil revolves with the shaft inside the packing gland. A new piece of foil is inserted every time the packing is renewed.



For the Boys in the Back Room and the Men Who Work in Glass Cages

MAINTENANCE CHATTER

Ford Model T Batteries

● Model T Ford battery, part T-7670-A, is obsolete, and Model A batteries are now used for replacement in both A and T chassis. Two battery clamps, parts T-8844-CR, are employed for holding the A type battery in a Model T chassis. These clamps are furnished with an A battery, without charge, for replacement of a T battery.

General Motors Truck Rings

● Single-duty oil rings are available as repair parts for General Motors Truck operating under conditions requiring an unusual amount of cylinder wall lubrication, such as high speeds, heavy-duty and long-distance operation. The factory advises that these rings should be used only upon its definite approval for individual installation. If single-duty rings are installed in operations not suited to their use, heavy oil consumption and spark plug fouling will result.

The single-duty rings come in standard and 5, 10, 15, 20 and 30 thousandths oversizes for Models T-25, T-30, T-42, T-44, T-60, T-80, T-82 and T-90.

Chevrolet Plugs

● An AC plug, type G-12, is recommended by the factory for all six-cylinder Chevrolets. AC type Z is advised for 1928 engines and AC type B for 1927 and earlier engines.

A carburetor air intake stove is available for use on Chevrolet Universal cars and trucks. It is installed in place of the air cleaner. The stove is available from dealers in the northern part of the country; list price 50 cents.

FWD Overload Springs

● Four Wheel Drive Auto Co., Clintonville, Wis., recommend the use of overload springs on trucks hauling heavy loads over rough going. When plowing snow the auxiliary springs help the driver and save the chassis from strain. The entire weight of the plow is supported by the front of the truck when the plow is raised. Overload springs are available from the factory for either front or rear axles.

Timing Internationals

● Timing clearance given for International Harvester trucks, page 39 of the October issue, is 0.004 in. Operating tappet clearance is 0.006 for both intake and exhaust valves.

Replace Engine in One Hour

● The straight eight 120 hp. engine incorporated in the new Fargo buses can be replaced in less than one hour, according to factory statement. The engine is held in place in the frame by clamps like main bearing caps.

It takes several days in some states to unwind the red-tape needed to change registration of a truck in which an engine has been replaced by another.

We need a "quick-detachable" license law.

Waukesha Engines

● Engine rebuilding on a flat rate basis is now offered by Waukesha Motor Co., Waukesha, Wis. A new department fully equipped with machine tools rebuilds Waukesha engines of any model or size, regardless of age.

AC Plugs

● AC Long Life spark plugs for heavy-duty service carry a number on the insulator in addition to the series letter. The number, denoting the position of the plug in the AC heat range, designates length of insulator exposed to combustion in sixteenths of an inch.

Spare Air Cleaners

● A Studebaker bulletin suggests that operators keep one or more extra air cleaners on hand so that clean filters can be exchanged in a minute or two. Following an exchange the filter can be cleaned and otherwise prepared for use.

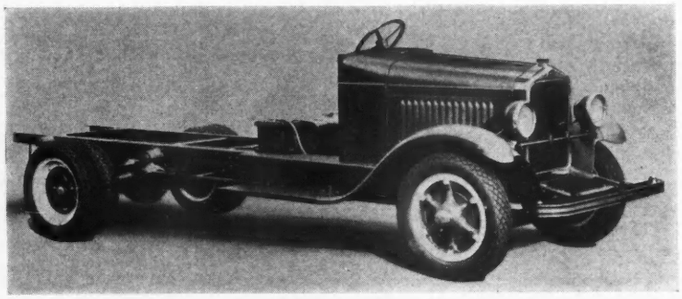
Another suggestion from this factory is that replacing air cleaners be put on a definite schedule, based upon service in which the vehicle is engaged. Cleaners should be replaced more often on some trucks than others. But in all cases the job should be done regularly.

Safety First

● A truck driver, all pepped up by a safety-first-no-accidents-this-year talk by his boss came upon a railroad crossing. He stopped close to the track, looked both ways and listened in all directions. The first sound he heard was a car's headlamps crashing into his tailgate.

NEW WHITES HAVE

Four Six-Cylinder Four-Wheel Drive Six-Wheelers Also Join List of Models



Top—White Model 210, one of the six new "Fours." Bottom—Five to 7½-ton Model 64, equipped with Timken tandem unit

SIX new four-cylinder models and four four-wheel drive six-wheelers are announced by the White Co. These models are additions and give the White Co. fuller coverage in the four and six-cylinder and six-wheel classifications. The four-cylinder models all powered by White GRCB engines are recommended for the delivery field, florists, laundries, coal delivery and contracting work. The six-wheelers, which mark White's official entry in this category, embody Timken Model SW worm-drive tandem rear axles and are designed to handle loads ranging from 3 to 10 tons.

The four-cylinder models divide into two natural groups, a light group including Models 160, 161 and 162, all of 138-in. wheelbase, ranging from 1 to 2 tons capacity and a slightly heavier group, including Models 210, 211 and 212 of 148-in. wheelbase, which range from 1½ to 2½ tons. The members of each group are similar to each other except for tire size, but the difference between groups is greater, varying in size and make of universal joints, size of rear axle and final reduction, amount of braking area, size of frame and capacity of springs. Variations in these models permit more exact fitting of chassis to load and operating requirements.

The powerplant is the same for all six models and includes a four-cylinder 4 x 5¾-in. White engine, Model GRCB, displacing 289 cu. in. and developing 45 hp. at 1800 r.p.m., a single-plate wet White clutch and a four-speed White Model 8B transmission. The GRCB engine is the largest listed in the 1 and 1½-ton classifications of COMMERCIAL CAR JOURNAL specifications.

The three-point suspended engine consists of a single block bolted to the crankcase, a removable cylinder head and an unusually deep oil pan with bottom plate bolted in place. Pistons are of aluminum. The fan bracket is bolted on the timing gear housing and held firm by a strap connecting the top of the bracket with the cylinder head. A wide flat belt drives the fan. Water is circulated by a centrifugal pump on the left side with a single packing and side inlet. The cooling system further includes a cellular type radiator fitted with chromium-plated casing and mounted with spring retention.

Gasoline is fed by vacuum from a 20-gal. tank under the driver's seat to a Zenith

Specifications of New White Fours and Six-Wheelers

Model	160	161	162	210	211	212	59a	63	64SW2	64SW3
Tonnage	1	1½	2	1½	2	2½	7½—10	3	3—5	5—7½
Chassis price	$1,700	$1,850	$1,900	$2,300	$2,425	$2,700	.....	.....	.....	.....
Wheelbase	138 in.	138 in.	138 in.	148 in.	148 in.	148 in.	204 in.	193 in.	198 in.	198 in.
Tires	30 x 5D	34 x 7D	30 x 5D	30 x 5D	32 x 6D	34 x 7D	40 x 8D	8.25/20D	8.25/20D	9.00/20D
Engine	(.....4—4 x 5¾ in.....)						(.....6—4⅜ x 5¾ in.....)			
Axle ratio	4.73	4.73	4.73	5.67	5.67	5.67	10.25	6.75	7.00	8.50
Frame	(.....6 x 2⅝ x 3/16 in.....)			(.....6⅝ x 3 1/16 x ¼ in.....)			8 in.	8 x 3 x ¼	(8¼ x 3 x 5/16 in.)	
Springs, front	39 x 2¼	39 x 2¼	39 x 2¼	41 x 2½	41 x 2½	41 x 2½	44 x 3	42 x 3	42 x 3	42 x 3
rear	50 x 2½	50 x 2½	50 x 2½	54 x 3	54 x 3	54 x 3	56½ x 5	45½ x 4	45½ x 4	45½ x 4

For more details see table beginning on page 65.

FOUR PLUNGERS

carburetor equipped with an air cleaner. The carburetor, controlled by an in-built centrifugal governor, is mounted on the left side of the engine, as is characteristic of some of White's engine designs, but the gasoline mixture is carried through the engine block to the right side where it is distributed by a hot spotted manifold. Lighting and ignition is provided by Delco-Remy equipment.

Drive from the transmission in the 160 series is through a single propeller shaft equipped with two Mechanics Machine universal joints, while in the 210 series a two-piece shaft with three Spicer joints are employed. All rear axles are of the semi-floating spiral bevel drive type, but a lighter Model 4C having a final reduction of 4.73 to 1 is employed in the 160 series, whereas a heavier Model 7C having a ratio of 5.67 to 1 is used in the 210 series. Optional ratios are available.

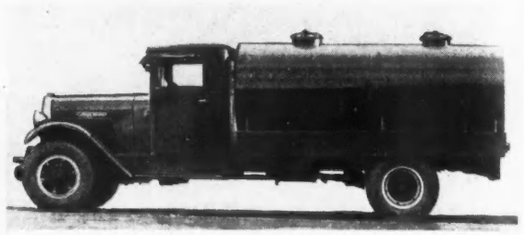
The braking system consists of four-wheel hydraulic actuated shoes amplified by vacuum booster for service braking and an external brake acting on a drum mounted on the transmission for parking purposes. The systems are alike for both series except that the braking area of the lighter is 138 sq. in. and the heavier, 211 in.

White's new four-wheel drive six-wheelers come in three models, namely, 59, rated from 7½ to 10 tons; 63, rated at 3 tons; and 64, rated from 5 to 7½ tons. Model 64, however, is available with either a Timken Model SW 200 or SW 300 tandem axle.

All three models have the same unit powerplant consisting of a White IAB six-cylinder 4⅜ x 5¾-in. engine, developing 96 hp. at 1800 r.p.m.; a double-plate clutch and a four-speed transmission. All but the Model 59, which uses three, employ four Spicer universal joints. Differences in frame, spring, wheelbase and tire size are shown in the accompanying box.

LA FRANCE-REPUBLIC H2 & M2

THE La France-Republic Corp., Alma., Mich., is offering two new heavy-duty models incorporating many new improvements in design and appearance as replacements for three former models. Model M2, designed for road construction and snow removal, and straight rated at 20,000 lb., replaces the former M1; Model H2, replacing Models H1 and L1, is straight rated at 15,000 lb.



Both models are equipped with six-cylinder engines mounted in unit with Fuller clutches and transmissions, four-wheel hydraulic operated and vacuum amplified brakes and 8-in. pressed-steel frames.

Attractive appearance is obtained by use of a high, narrow chromium-plated radiator with long hood and cowl construction, gracefully sweeping front fenders and in Model H2 by a factory-designed cab.

Model M2 is powered by a Waukesha 4⅜ x 5⅛-in. six, developing 96 hp. at 2000 r.p.m., mounted in unit with a five-speed gearset. A seven-speed dual case transmission can be furnished at extra cost. The rear is a Wisconsin, double-reduction, full-floating axle with a 6.8 to 1 ratio. In Model H2 a six-cylinder 3⅞ x 5-in. Lycoming engine is employed, unit mounted, with a four-speed Fuller transmission. Five-speed gearsets are availble at extra cost. The rear is full-floating spiral bevel drive Timken, giving a final reduction of 6/14 to 1.

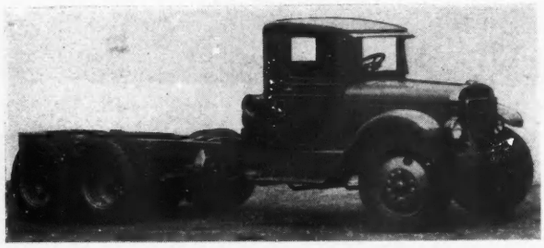
Specifications of La France-Republic H2 and M2

Model	Tonnage	Wheel-base	Tires	Service	Brakes Hand	Brakes Frame	Springs Rear	Springs Front
H2	3½-4	174	34 x 7D	4-wheel hyd.	Tru-Stop	8 x 3 x ¼	60 x 3	34 x 2½
M2	5½	174	36 x 8D	4-wheel hyd.	Tru-Stop	8 x 3 x ¼	60 x 3¼	34 x 2½

For more details, see tables starting on page 65.

AUTOCAR 5 TON

ESPECIALLY designed for oil field work, Autocar's new 5-ton chassis, designated as Model CG, is equipped with a six-cylinder engine, twelve-speed transmission, Timken tandem rear and six-wheel air-operated service brakes. This new unit has a 196-in. wheelbase, is equipped with 36 x 8-in. pneumatic tires, dual rear, and is capable of making 33 m.p.h. on a full load. The frame of pressed alloy steel is unusually large, being 9 x 3 x ¼ in. in size. Power developed by the 4½ x 4¾-in. engine is transmitted through a double-plate Long clutch, twelve-speed amidships-mounted transmission, Spicer propeller shaft assembly to a Timken tandem Model 300W worm-drive rear having a ratio of 8.5 to 1. Among the other major units are Stromberg carburetor, Delco-Remy ignition, Leece Neville generator and starter, Handy governor and Ross Steering gear. The hand brake actuates a Tru-Stop disk on the transmission.



HUNT-SPILLER

HUNT-SPILLER MFG. CORP., Boston, Mass., a firm specializing in air-furnace gun-iron castings, has placed in production a patented design of brake drum for motor vehicles. Two types of the drum are illustrated herewith. The ribs on the beveled portion strengthen the drum against distortion, and they may be continued across the cylindrical shell parallel to the braking surface. Both designs improve the heat-dissipation facilities of the drums, the ribs not only increasing the radiation surface, but also helping to transfer heat from the surface at which it is generated to radiating surface at some distance therefrom.

If the ribs are carried across the cylindrical part they help to equalize the temperature across the width of the drum. It is also claimed for the design that it helps to prevent squeaking, as the frequent change in depth of section by the ribs tends to break up vibration.

THE TRUCK INDUSTRY—FIGURATIVELY SPEAKING

WHILE domestic sales in September this year, according to the statistics below, show a decided improvement compared with previous months from a percentage standpoint, dropping only 27 per cent from the 1929 level, returns for October complete at this writing reveal a continuance of the old habit with a drop of 31 per cent. Sales for Octber totaled 34,237 as against 49,885 for October of 1929. An encouraging note, however, is contained in the fact that total sales for October exceeded September.

After a gratifying percentage improvement in September and then a heavy fall in October, production hit the bottom of the year in November with an estimated drop of 54.4 per cent for the month as against the same month last year. Exports, according to the table below, however, show no inclination of dropping below the low levels struck during the summer, maintaining approximately the same average during the last four months of 50 per cent under 1929 figures.

Domestic New Truck Registrations by Makes and Months

	Autocar	Brockway-Indiana	Chevrolet	Diamond T	Dodge	Fageol	Fargo	Federal	Ford	G. M. C.	Gotfredson	International	LaFrance-Republic	Mack	Moreland	Relay	Reo	Rugby	Schacht	Selden-Hahn	Sterling	Stewart	Studebaker	White	Willys-Overland	Total Sales Including Miscellaneous
January.....1930	160	249	8,754	242	1,608	41	186	169	13,233	727	12	1,835	43	345	51	28	698	90	21	30	145	97	104	413	440	30,241
January.....1929	135	249	6,169	302	2,368	71	169	204	13,019	1,178	43	2,158	43	372	60	52	946	103	5	14	101	113	121	412	235	29,375
February.....1930	135	235	10,332	207	1,269	43	152	162	14,008	552	4	1,928	44	298	29	30	565	67	20	23	74	155	91	320	431	31,882
February.....1929	129	247	10,283	276	2,009	44	159	190	13,313	1,022	28	1,939	68	388	62	39	830	73	5	9	87	134	93	339	316	32,565
March.....1930	195	384	13,011	264	1,595	48	157	228	19,551	936	10	2,364	55	452	56	45	682	62	27	16	106	265	102	407	559	42,182
March.....1929	230	410	16,062	370	2,632	73	244	262	17,797	1,330	22	2,526	52	752	70	47	1,240	87	25	21	113	172	210	508	455	46,348
April.....1930	216	492	14,055	300	1,684	52	153	252	21,757	1,242	7	2,740	71	566	57	61	903	47	47	24	147	314	98	480	564	47,032
April.....1929	368	518	18,175	352	3,054	111	239	280	22,790	1,576	16	3,425	52	852	83	121	1,475	101	29	33	157	244	159	622	474	56,278
May.....1930	212	544	12,825	373	1,504	59	152	213	19,758	1,191	14	2,531	49	717	36	93	737	59	55	20	147	305	115	452	456	43,245
May.....1929	335	462	15,965	350	2,847	78	272	326	22,364	1,453	12	3,234	150	740	62	76	1,547	125	38	31	165	242	149	621	439	52,875
June.....1930	183	481	9,761	261	1,113	56	118	158	15,669	889	5	1,917	56	446	29	43	581	54	38	22	109	207	102	412	352	33,512
June.....1929	229	377	13,234	307	2,418	79	290	229	19,528	1,315	6	2,698	51	694	58	65	1,222	97	33	19	157	171	153	505	474	45,075
July.....1930	194	388	10,947	338	1,080	47	124	209	19,841	882	8	2,477	50	577	39	41	583	71	43	11	104	262	88	460	409	39,888
July.....1929	306	571	18,056	318	2,815	104	478	275	24,503	1,469	17	3,741	48	692	86	56	1,326	132	17	40	177	254	175	564	969	57,946
August.....1930	171	251	9,544	277	707	32	91	142	17,086	604	3	2,223	51	405	33	27	436	72	26	19	102	184	85	399	295	33,758
August.....1929	263	436	16,651	362	2,262	63	396	235	22,405	1,274	4	3,188	70	646	61	72	1,212	135	24	31	176	255	116	598	841	52,540
September.....1930	171	191	9,716	217	1,018	33	60	155	17,531	622	5	1,827	63	360	41	25	402	75	21	12	92	172	102	317	249	33,933
September.....1929	290	348	15,337	268	2,381	46	382	239	19,470	1,003	12	2,731	52	481	46	48	1,028	120	16	27	96	146	144	487	769	46,561
9 Months.....1930	1,637	3,215	98,945	2,479	11,578	411	1,193	1,688	158,434	7,645	68	19,842	482	4,166	371	393	5,587	597	298	177	1,026	1,961	887	3,660	3,755	335,673
9 Months.....1929	2,285	3,618	129,937	2,905	22,786	669	2,629	2,246	175,189	11,620	160	25,640	586	5,617	588	576	10,826	973	192	225	1,229	1,731	1,320	4,656	4,972	419,563

Truck Production

(U. S. and Canada)

	1930	1929	% Loss
January	40,189	57,765	—28.1
February	51,984	65,950	—19.1
March	67,769	79,587	—12.9
April	70,945	91,955	—21.6
May	57,791	94,940	—39.0
June	48,669	98,164	—50.4
July	41,296	78,703	—47.5
August	38,594	59,985	—35.5
September	43,491	54,683	—20.3
October	38,579	66,235	—41.7
10 Months Actual...	499,307	747,967	—33.1
November	23,000*	50,365	—54.4*
11 Months Estimate.	522,307*	798,332	—34.5*

* Estimate.

Foreign Truck Sales

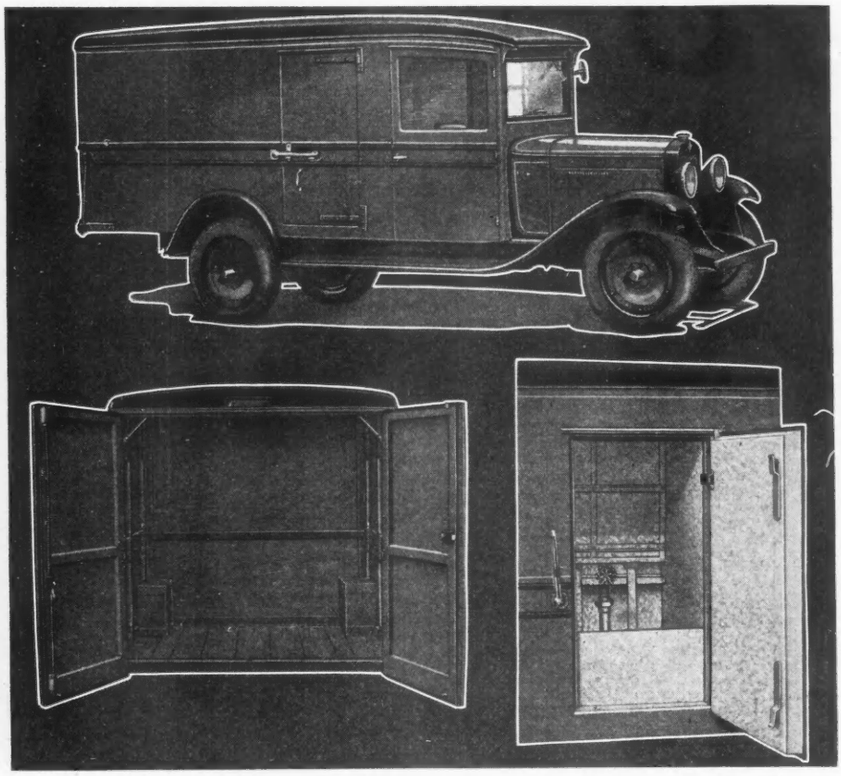
(Comprise Exports, Foreign Assemblies and Canadian Production)

	1930	1929	% Loss
January	21,889	23,119	— 5.4
February	22,050	30,905	—28.7
March	21,902	39,872	—45.2
April	22,494	33,378	—32.4
May	20,734	28,838	—28.2
June	16,362	32,176	—49.2
July	10,770	38,623	—72.0
August	13,247	29,120	—54.4
September	11,307	23,084	—50.8
October	13,300*	23,505	—43.4*
November	9,910*	19,609	—49.5*
11 Months Total.....	183,965*	322,229	—42.8*

* Estimate

NEW TRIPLE COMPARTMENT BODY HAS COLD SECTION

Offered by Hercules for Chevrolet 1½-Ton Utility Chassis



Hercules Half-Refrigerated body mounted on a 1½-ton Chevrolet chassis. The general-purpose compartment is located at the rear and the refrigerated section in the center. Ice is supplied to the brine tank through a hatch

A REFRIGERATED body for general utility service, known as the Hercules Half-Refrigerated Body, for mounting on a 1½-ton Chevrolet chassis, is offered by Hercules Products, Inc., Evansville, Inc. Announced concomitantly are two other types, a Full-Refrigerated body and a Mechanically Refrigerated body. The Half-Refrigerated job, graceful of line, attractive in finish and constructed of hardwood, consists of three compartments, namely, general purpose, refrigerated and driver's.

The general purpose section for stowing non-perishable commodities is located at the rear. Interior panels are of three-ply wood, and fixtures include inside adjustable braces for strengthening, slide irons, ventilator over sill of rear doors and dome light. The doors are solid and equipped with a Yale lock.

Perishable products are carried in the refrigerated compartment located behind the driver's compartment. Cooled by brine, this compartment is insulated by 2-in. walls, ceiling and floor of plywood, scutan paper, dry zero, presdwood and galvanized iron. Joints are sealed with asphaltum composition. Brine is carried in an 18-gage galvanized tank cradled on the left side and filled through a hatch in the roof. A drip pan and drain pipe is provided to drain through the bottom and running board. Rack supports or hooks may be fitted if desired. A dome light furnishes illumination. The compartment is entered through a 22-in. door on the right side and sealed by expansion strips. The door is also fitted with an inside locking device, compression handle for a padlock on the outside and a 12-in. hinged baffle to retard escape of cold air when door is opened.

The driver's compartment, appointed for comfort, is equipped with outside mirror, Trico automatic windshield wiper, one-piece windshield, 30-in. wide vestibule doors, full-length seat box with adjustable seat for driver and space in the box for small tools made accessible through a hinged lid next to the driver's seat.

The full-refrigerated body has two full-refrigerated compartments. Brine tanks are placed crosswise on each side of a center partition and are so arranged that they may be filled from the same hatch, located on the left side of the roof. If two refrigerator compartments are not required, one can be used as a general-purpose compartment by leaving out the one ice tank.

Three refrigerator compart-

TURN TO PAGE 60, PLEASE

1931 CHEVROLET HAS MORE BRAWN AND BETTER LOOKS

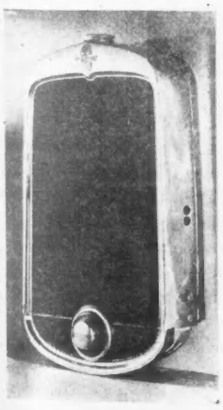
Prices of Delivery and Truck Models Lowered from $10 to $40

Clutch housing and transmission have been newly designed for greater accessibility

A HOST of detail improvements contributing to increased smoothness, easier servicing, longer life and improved appearance characterize Chevrolet's 1931 ½-ton delivery chassis and 1½-ton Utility truck. Prices on the new models also have been lowered and are now $440 for Pickup Delivery; $355, Commercial Chassis, and $575, Sedan Delivery. Except for the rear end of the Utility truck and the engine and transmission mountings, the same improvements apply to both models. The rear end of the truck model was changed recently and included a heavier rear axle, pressed-steel wheels, internal four-wheel brakes and optional provision of dual wheels. The wheelbase of the delivery model is now 109 in., or 2 in. longer than last year.

The most marked change in appearance is at the front end. A conventional radiator pan has been substituted for the horizontal pan used last year, and a new radiator outline has been developed, extending downward around the black enameled false bottom. An arched headlamp tie-bar has been adopted, curved continuously from fender to fender. Front fenders have been raised slightly. Running boards are narrower and longer at the front and are covered with rubber vulcanized to these pressed-steel boards. The rubber extends over the edges and is framed in chrome moldings. Hood hinges, concealed by belt lining, are higher, and louvers, placed farther back, are greater in number. Headlamps are chromium-plated.

A new radiator outline has been developed



Visibility from the driver's seat has been improved by lowering the seat and lowering the windshield top header bar. The steering wheel has a three-spoke, steel-core, rubber-covered spider. Door handles are of the locking type. Automatic windshield wipers are standard. Dash and floor boards are covered with a felt composition, and pedal openings are sealed. An open cab, available on the delivery cab, fits all models. The closed cab likewise is interchangeable.

Among improvements in the chassis is the work done to impart greater rigidity to the engine. The crankcase roof on both sides has been made thicker, especially on the valve side. An external horizontal rib near base of cylinders and vertical ribs on the valve extending to the roof of the crankcase increase rigidity. Coils of valve springs have a variable pitch to reduce surging. The crankcase ventilating system has been changed to conduct the engine fumes out below the pan, rather than into the carburetor. In the cooling system the radiator core has been increased in capacity, the water pump has been improved.

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THE JOB OF THE TRUCK SHOULD FIT THE TRUCK

CONTINUED FROM PAGE 20

platform was too narrow for a full load.

That the trucks lost an average of 7 minutes because maneuvering space in the drive along the loading platform was so limited that trucks were forced to move out in the order of their position at the platform.

That the trucks lost an average of 6 minutes because of delays due to the necessity of being serviced for fuel, oil, air or minor adjustment.

In short, the average loss of time in loading for each truck was 25 minutes, or a total loss of almost 10 hours each day for the 23 trucks in the fleet.

The baker made a number of simple changes to correct this loss of time. He corrected several sources of waste time in his plant which made it possible to have all loads ready for the drivers promptly on time; he had the trucks line up for loading in order of the average speed of loading, placing the largest loads at the rear of the platform, and he provided for fueling, oil checking and tire testing at the end of each day rather than in the morning. The result was that his trucks got away an average of 20 minutes earlier, and in two weeks were averaging better than two additional deliveries a day for an increase of $4,120 in average monthly volume. In short, with only $90 a month additional expense for the extra checker, this baker increased his monthly profit by approximately $250—all through saving valuable time.

• On the Route •

DURING the survey bakers almost uniformly declared that they were little concerned over losses of time when trucks were on the route, because salesmen-drivers on a commission basis tend to make full use of their time. But careful observation of many bakers' trucks shows that time losses on the route are, in many cases, so frequent and costly that they deserve careful attention with a view to reducing them.

For example, let us look at the record of one truck which was covering a route on a busy day. The route involved 23 stops, a comparatively short route, for deliveries of hot bread, and required 2 hours and 52 minutes to cover. The total time per delivery averaged 6.1 minutes. Since the delays and idle time consumed 32 minutes, the time lost was equivalent to five additional deliveries. Other trips of this same truck showed essentially the same result. It made three trips a day and lost approximately 1 hour and 12 minutes on the routes alone.

A study of many bakers' trucks covering typical bakery routes shows that there are five common causes for delays on the route. It is seldom possible to eliminate these delays entirely, but they can be reduced appreciably by a little effort on the part of the drivers, route foremen or delivery and sales executives. Here are the common causes of delay and the remedies some bakers have applied:

1. Delays on C.O.D. deliveries are occasioned by arguments with customers who object to paying. One bakery eliminated this source of delay by marking the ticket "C.O.D.-O.K." when credit could be allowed, simply "C.O.D." when the customer was on the borderline and the salesman must call in, and "C.O.D. Only" when credit could not be granted under any circumstances.

2. Returns. When troubles over returns are frequent some bakers send out policy letters to the trade, explaining their position on returns and requesting cooperation. Others, who have established a rigid policy on returns, simply mark the route list for each truck to show where returns are allowable in order to save time.

3. Poor routing. Routes should be laid out on street and road maps and carefully studied at least once every two or three months for time and mileage savings.

4. "Deadline" deliveries. Frequently trucks are forced to back-track on the route to get orders to certain customers before an established deadline. In many cases this extra time and mileage might easily have been reduced by bringing the customer into a normal position on the route.

5. Special deliveries. These are great time and mileage wasters. The baker should designate some responsible person to decide what customers warrant special service.

Gas-Oil Delivery

A TIME STUDY covering the first three months of this year was made of a fleet of eight trucks operated by a Middle Western oil distributor. The astounding result showed that 34 per cent, or 1248 hours, of the available working time for the fleet was lost in idleness. Study of these time losses, both for this distributor and many others, indicates that they arise at the bulk station and on the route.

• Bulk Station •

IT should be relatively easy for every distributor to keep careful control of time losses at the bulk station, but the survey shows clearly that time lost before, during and after loading—when the truck is at the bulk station—accounts for an alarming high percentage of lost time for the average operator. These losses at the bulk station generally arise in one of three ways: poor yard layout; poor loading facilities, or careless methods of dispatch.

In many cases slight alterations in yard layout, in loading equipment or in storage facilities can accomplish great time savings on a fleet of several trucks. For example, by adding two loading racks, moving a tool house to speed up yard traffic, and changing the location of his empty drums, one operator was able to save an average of 24 minutes a day on each of 17 trucks—a total of 6 hours a day. Time savings as great as these are worth careful study and even considerable expense to effect necessary changes.

An even greater source of lost time at most bulk stations arises from poor handling of dispatch and loading by drivers and station personnel. There are two ways to correct delays due to these causes:

1. If the number of trucks is large enough, a dispatcher should be employed whose sole duty it is to handle all orders, route trucks on special runs, group special orders for more economical delivery, and receive and check reports on incoming trucks.

2. Whether or not a dispatcher is provided, loading instructions and order slips should be handled in such a way as to avoid delays. One method is to send order instructions direct to the yard supervisor, or to yardmen at storage tanks or in the warehouse, to avoid extra trips to the office.

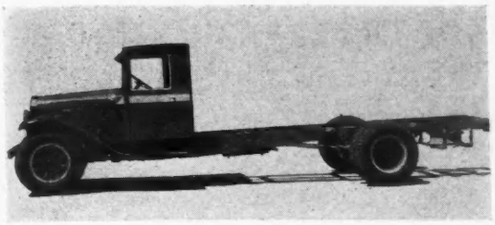
• On the Route •

TIME losses on the truck route are not as easily controlled as losses at the bulk station. However, the survey revealed four important sources of lost time on routes which can be remedied at least partially. These losses and suggested remedies for them are given below.

1. *Poor routing in respect to mileage, roads and traffic.* Territories

TURN TO PAGE 60, PLEASE

GRAMM 3-TON

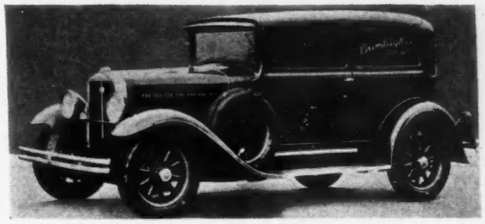


TWO models, 330 and 331, are offered by Gramm Motors, Inc., Delphos, Ohio, in its new 3-ton range Series E. Both models are straight rated at 20,000 lb. and come in two standard wheelbases—160 and 175 in.

The engine is a 3⅞ x 5-in. Lycoming Model TS six, developing 100 hp. It is mounted in unit with a dry-plate clutch and four-speed Covert transmission. Gasoline is fed by mechanical pump from a 24-gal. tank located under the seat to a Zenith carburetor equipped with air cleaner. Starting, lighting and ignition is furnished by Auto-Lite equipment. The cooling system includes a tubular type pressed-steel shell radiator.

A tubular propeller shaft, equipped with Blood Brothers metal universal joints, transmits the power to a full-floating spiral bevel Timken axle providing a final reduction of 5.57 to 1. A double-reduction rear may be obtained at extra price in 5.9, 6.41, 7, 7.83 or 8.44 to 1 ratios. Service braking is by four-wheel hydraulic system amplified by BK vacuum booster, while a Tru-Stop disk on the driveshaft serves for parking. The 7-in. frame, supported by semi-elliptic springs having auxiliaries in the rear, is pressed steel reinforced by fish plates. Wheels are cast spoke type, equipped with 8.25/20-in. balloons, dual rear.

S. P. A. ½-TON



THE S. P. A. Truck Corp. announces an entirely new Studebaker ½-ton delivery car of distinctive appearance. This new model is available with a choice of three bodies, all mounted on 114-in. wheelbase chassis with a 70-hp. six-cylinder engine, and all priced at $895. The bodies are designated as the boulevard delivery, de luxe delivery and canopy top express.

The boulevard delivery, smart in style, resembles a passenger car in lines and fittings. All exterior bright work is chromium-plated. Back of the driver's seat the floor is 40 in. long and 51 in. wide. Loading height is 42½ in. A 36-in. door at the rear gives quick access to the interior, which is finished in natural wood and illuminated by a dome light. Head lining is leather fabric. Side doors are 35 in. wide and have full drop windows.

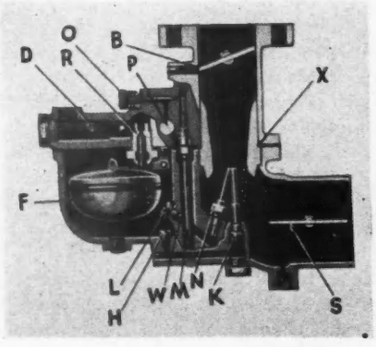
The de luxe delivery car, designed for merchants who cater to a select trade, has a package compartment 72 in. long and 52 in. wide and 48 in. high. The interior is sealed with natural wood veneer and provided with a dome light. Side doors are 30 in. wide.

The canopy top express is available with or without screen. The interior of driver's cab is identical with that of the boulevard delivery. Sides are 14 in. deep with 6-in. flares and side doors are 30 in. wide.

TWO NEW ZENITH CARBURETORS

DURING 1930 Zenith-Detroit Corp. has developed two new types of carburetors. The more recent offering, designated as the Universal, robust in design, is intended for all classes of automotive vehicles. It is a carburetor specially designed to meet truck conditions, and therefore a better carburetor for passenger service, hence the name Universal. Series 9, the other carburetor, introduced several months ago, is a heavy-duty model for truck, bus and industrial use.

Series 90 is made in sizes from 1 to 2 in. and is of the fixed jet type, employing three jets and a compensator passage as well, effective on sudden throttle openings. Fuel for idling builds up in compensating well *W*, being supplied through compensator *L*. High vacuum existing above the throttle plate when idling sucks fuel through idling jet *M*. Richness of the idling mixture is regulated by the needle valve *O*. When the throttle is opened, fuel in the compensating well reverses its flow and rushes into the air stream through the cap

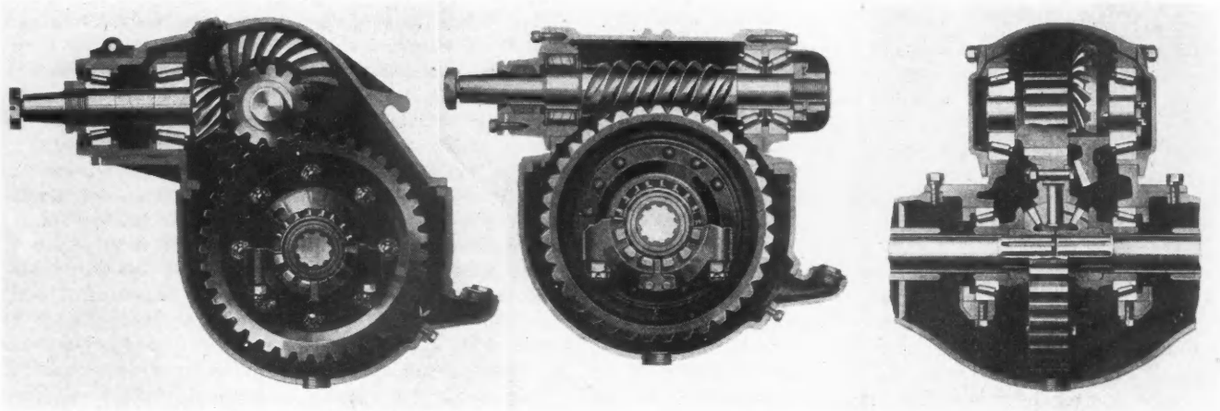


jet *N*, supplying an extra amount of fuel for acceleration. After this, cap jet *N* serves in a compensating capacity, fuel being supplied through compensator *L* in a steady limited flow. The amount of fuel supplied through jet *N* is in inverse ratio to the suction at the venturi *X*. The amount of fuel delivered through main jet *K* varies with the load or speed of the engine. Fuel is supplied to the main jet from the bowl through main jet regulator *H*.

The Universal model employs the same principle of mixture strength control that has always characterized Zenith. There is a main metering orifice from which gasoline is drawn by the suction in the air tube, which when functioning alone increases the richness of the mixture as the suction (and therefore the rate of air flow through the carburetor) increases. In addition, there is a so-called compensating jet, through which gasoline from the float chamber flows into a well from which it is drawn by suction into the air stream, passing up the venturi.

TIMKEN DUAL REDUCTION UNIT FITS WORM AXLES

Change Can Be Made By Removing Drive Unit



Left—Section of Timken axle showing double reduction
Centre—Same axle showing interchanged worm drive
Right—Transverse section of gears and bearings arrangement

A SERIES of double-reduction drive units have been worked out by the Timken-Detroit Axle Co. which can be substituted in standard Timken axles for the corresponding worm-drive units, either at the factory, by the dealer or in the field. As shown in the accompanying illustrations, substitution of the double-reduction for the worm-drive unit is accomplished by merely removing the studs holding down the rear axle cover which contains the worm and substituting the corresponding double-reduction drive assembly. The only other change required is that of propeller shaft length.

The new double-reduction units have been worked out so that they require but very slight additional clearance over the center of the axle, distances between axle shaft and pinion shaft centers being close to the corresponding centers in the worm-drive axle assembly.

The interchangeable mounting of the units places no restrictions on the design of the wheels or brakes, of course. The unit in either case is completely inclosed. The major value to motor vehicle manufacturers, of course, is that they are enabled to offer an optional final drive.

The primary gear reduction in the double-reduction unit is obtained by a spiral bevel pinion and ring gear. The bevel ring gear is mounted on the same cross-shaft as the spur gear pinion, which serves as one-half of the second reduction, meshing with the larger spur gear mounted on the differential case.

The spur drive pinion (second reduction) is integral with the cross-shaft, while the spiral bevel ring gear is splined to it with a press fit. The cross-shaft is mounted in the case on Timken taper roller bearings, adjustable endwise by shims.

The first reduction pinion is also integral with its shaft and is mounted in opposed Timken taper roller bearings, adjustment being through the threading of the outer end of the pinion cage into the differential carrier.

Differential units, etc., are identical with the corresponding units of the worm drive. The offering of these double-reduction units was made possible by the acquisition some time ago by Timken of the Wisconsin Axle Co., who manufacture the units for Timken-Detroit.

WOOD LINE MAKES SELECTION EASY

Offers Choice of 4 Hoists and 12 Bodies for Light Chassis

A COMPLETE new line of dumping units, from which the user of light chassis can select hoist and body equipment exactly suited to his particular needs, is announced by the Wood Hydraulic Hoist & Body Co., Detroit. The line includes four hoist models and twelve types of bodies of various capacities. The hoist assortment includes the Model A, a hydraulic unit, available either with power or hand operation and designed for capacities up to 2 tons; the Model G1 hoist, hydraulic operated, for heavy duty in the light truck field, and the Hi-Lift hoist, which, as the name indicates, is designed to lift to high positions when desired. The Hi-Lift unit is designed for handling capacities up to 2 tons.

The bodies are all-steel units, built of 10-gage steel, electrically welded. Sides are flanged, and in the coal bodies are flared. Tail-gates, adjustable to swing either up or down, are strongly reinforced and designed to fit tightly against the end of the body sheet. Tail-gate posts are built from one-piece pressed steel, turned in and welded to the body sides as a brace. The body sub-frames are built of two 4-in. channel side-rails and five 3-in. channel cross-members.

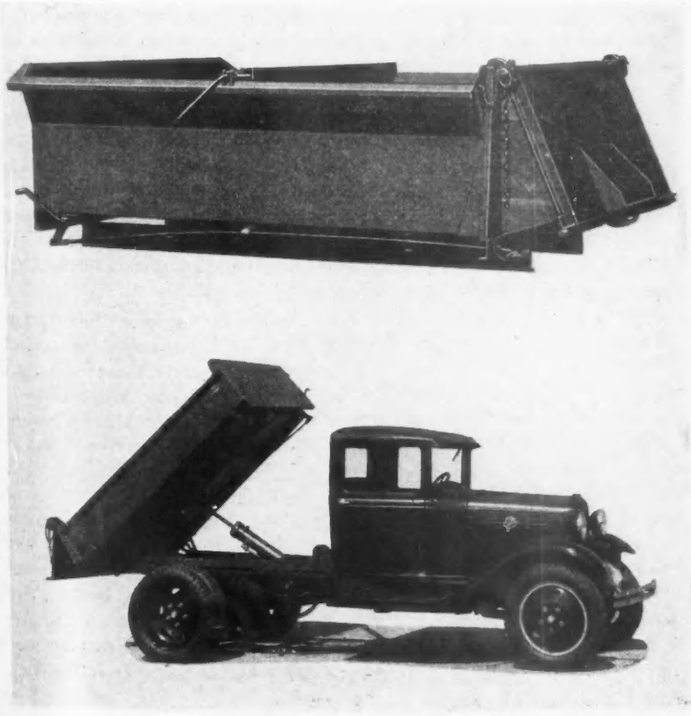
The bodies in this line are designated as Type C. There are two styles of Type C4, which are supplied in three capacities, 1, 1½ and 2-ton, thus making up six of the twelve bodies offered. One of the type C4's is a 75 cu. ft. unit with capacity for two tons of coal. Extension sides, however, are furnished to provide 120 cu. ft. for handling 2 tons of coke. The other type C4 is a contractor dump body. Recommended hoists for these bodies are Model AP hydraulics.

Type C12 is a heavy-duty contractor type body having full-length running boards and steel side braces. This body comes in 1, 1½ and 2-ton and is recommended to be used with the Model G1 hoist.

Types C6, C10 and C14 are particularly adapted for coal delivery service. Type C6 is of 75 cu. ft. capacity. The C10 is unusually rugged in construction, having running boards the full body length. C14, also having running boards and bracing, had in addition flared sides, a swinging steel partition for split deliveries, coal door and chute in tail-gate.

Types CJ1 and C1 are all-purpose bodies. The former is a regular dump body, but the sides can be removed and the tail-gate post and tail-gate rolled down flush with the body floor. It has a total length of 18½ ft. from back of cab and is well fitted to accommodate such loads as loose gravel and long lumber. Type C1 is adapted to hauling brick and masonry as well as bag material.

Type C28 is a garbage body of 2 to 2½ cu. yd. capacity. The rear end of this body is flattened up to the top level of the sides, has a smooth body interior and is water tight.



Top—Wood Type C6, 75 cu. ft. coal body
Bottom—Type C4, 1½-yd. dump body

ALTERATIONS PAY IF— SAYS FLEET OPERATOR

CONTINUED FROM PAGE 17

economical, because with the latter more than 80 per cent of the work is done through the auxiliary overdrive increasing operating cost because of early repairs in bearings and gears. Such repairs would not be necessary until after longer periods when direct is used with a higher speed axle. These factors, of course, vary under different operating conditions.

Generators and starters should be 40 per cent heavier to meet our operating requirements, as most of the running is done at night and the generators must put out from 25 to 30 amp. at speeds of about 2000 r.p.m. Most of the stock equipment will not do better than 20 amp. without overheating. Starters should be heavier because under the heavy strain of turning over 450 cu. in. engines starter bushings wear too fast.

• Making 'Em Pay •

INASMUCH as the cost of making changes in the above items runs into large amounts, it is doubtful whether they could be made to pay, but there are many points where changes can be made at small expense, each of which will either increase the pay-load or cut the cost of operation. For example, wheelbases may be lengthened, frames reinforced, spring leaves increased, six-wheel attachments assembled, rubber oversized, steering geometry changed, etc. But unless one is familiar with operating conditions and has a knowledge of mechanics, alterations of this kind will not have the desired effect.

To illustrate with actual cases the economy of alterations, we took a 3-ton "A" truck which started life with us at about $2,600 and wound up at $4,000, carrying from seven to eight tons; another 3-ton job, a "B" truck, started as a four-wheeler listing at $5,800 and ended as a 10-ton six-wheeler that stood us $8,500.

• $1,400 Change •

HERE'S what we did to the 3-ton "A" truck: First of all we mounted a better body, extended the wheelbase, reinforced frame with fish plates, oversized the tires and put on overload springs at a cost of $450. The truck then carried 6½ tons, a gain of 3½ tons in pay-load. Later we added a six-wheel attachment. This cost us $450 more, but the truck now carries nine tons. A number of minor alterations were also made at very nominal cost to us. For $5 we changed the angle of steering arms for more correct steering geometry, thereby doubling our front tire life and making handling easier. Another $5 note was spent to add a supercharger cleaner, which on a 275-mile trip saves us four gallons of gasoline. By attaching a fuel pump and a Packard gasoline tank at a cost of $15 we not only eliminated expensive road holdups due to vacuum tank failures, but reap the benefit of a 4 cent per gallon better price on the extra 20 gal. of gasoline carried. By paying $20 for a torque arm we save about $10 a month in wear and tear on the truck and spring and body-bolt replacements.

With these alterations we have close to $4,000 in this truck, but it will carry a nine-ton pay-load, travel 80,000 miles a year for a couple of years and still yield a fair trade-in at the end of that period.

Now here's what we did to the 3-ton "B" truck at a total cost of $2,700. The alterations we made in the "B" truck are more complicated than those in the "A" truck, as the former job really has better engineering.

The first thing we did was to add an extra axle, although trouble developed here, which will be discussed later. Then we changed from high-pressure to balloon tires that traveled 30,000 miles without a blowout. Our rubber cost will be about one cent per mile for 34,000 lb. gross. Springs, of course, had to be strengthened, which we did by adding two leaves to each of the front springs, five leaves to the right rear spring and three to the left rear. The extra leaves on the right rear spring raise the truck about ½ in. on the right side when unloaded. This causes the truck to ride level on a crowned road when loaded. Because of this arrangement we have had no spring trouble. We improved the power output and decreased gasoline consumption 7 gal. per day by replacing the standard air cleaner with a homemade air cleaner and supercharger which cost us $2.65 to make. It reduced manifold vacuum from 1½ to ¼ to ½ in.

The six-wheel attachment, assembled by the dealer from whom we bought the truck, also caused us trouble. The dealer did not change the caster angle of the rear to give a straight-line drive, nor did he do anything about the driveshaft, which was too long. As a consequence, the rear joint whipped out. We altered the job by inserting wedges to bring the axle to the right angle, cutting the shaft in two parts and installing a Moreland cross-member with carrier bearing.

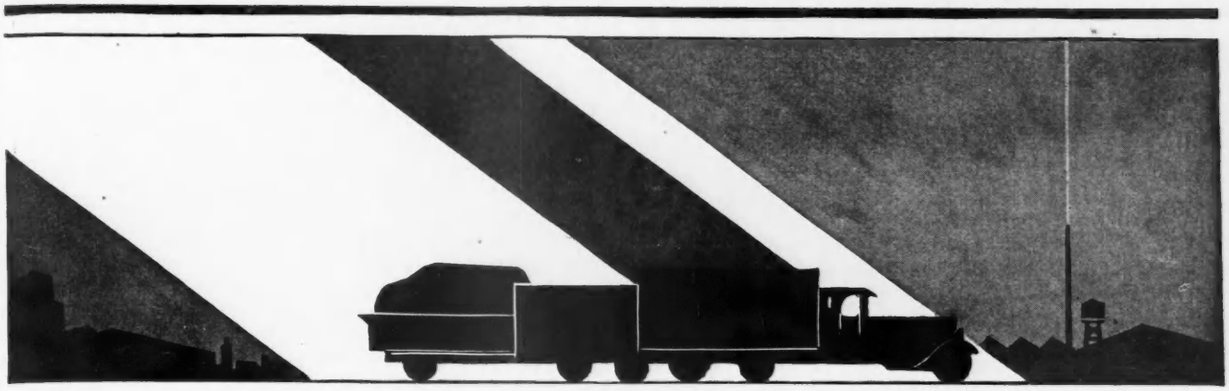
When the truck was first placed in 10-ton service we found that the fish-plated frame sagged at the front of the rear spring hangers and at the rear of the rear spring hangers. The trouble was stopped by replacing the body sills with 4 x 6 in. runners and using more U-bolts.

The space occupied by the tool box was used to accommodate a 5-gal. gasoline tank, cut into the gas line to the carburetor to provide for gravity feed in emergencies.

• Extra Changes •

BESIDES changes to increase pay-load and cut operating costs we were also compelled to make alterations to overcome faults which existed in the truck when it was delivered to us. For example, the exhaust valves of the six-cylinder engine in his job burned thin and warped badly after 500 miles. The trouble was particularly noticeable in valves Nos. 5 and 6. Looking for reasons, we found that the vacuum leads to booster and vacuum tank were tapped into the intake manifold at the rear end. By tapping into the manifold at two points, each midway between the ports, so that the length of pipe connecting these openings is the same to any pair of cylinders, the trouble was corrected and now the valves stand up from 7000 to 8000 miles. Later we changed the original 30-deg. valves for a set of 45-deg. Jadson special valves, and since that time the truck has run another 15,000 miles without valve trouble.

My experience has been that a quart of lubricating oil dumped into each 50 gal. of gasoline is a preventive measure that will pay big dividends. This is responsible for the film of oil that is always found on the stems of both intake and exhaust valves right up to the top of the guide, wear on only the top ring, and that not excessive after 80,000 miles, and slow cylinder wear. We never have stuck valves to fight and we don't know what an oil pumper looks like. We back all our rings with expanders and have never had occasion to pull a head for carbon.



TRUCK INDUSTRY NEWS

Out of 26 plans and models received by the International Chamber of Commerce, Paris, for the **International Container Competition,** 14 have been selected by the jury as worthy of close examination. A final choice is not expected before the middle of January.

In cooperation with the **Bureau of Public Roads,** Department of Agriculture, the Transportation Division, Department of Commerce, is making a survey of motor trucking.

Robt. Bosch Magneto Co., Inc., and **American Bosch Magneto Corp.** have drawn up an agreement for a merger into a new company to be known as United American Bosch Corp.

The new prices on **Reo** trucks and Speedwagons which were recently reduced ranging from $895 and up f.o.b., are the lowest in Reo history.

General Motors Corp. reports net earnings for the nine months ended Sept. 30 of $131,403,125 on common stock after reduction for preferred dividends. This compares with earnings of $222,848,335 for the first nine months of 1929.

Thermoid Rubber Co. and wholly owned subsidiaries report net earnings for the first nine months of the current year of $325,993.

Two new eight-cylinder engines for commercial vehicles have been developed by the **Lycoming Mfg. Co.,** Williamsport, Pa. They will be fully described in the January issue.

Net earnings of the **Timken Roller Bearing Co.** for the quarter ending Sept. 30, after taxes, charges, are set at $1,157,630.

The Autocar Co. has opened a direct factory branch at 85-87 So. Kensigo, White Plains, N. Y.

Net profit of **Mack Trucks, Inc.,** for nine months, ended Sept. 30, are $2,384,875, as compared with $9,932,359.

The Chicago branch of **Brockway-Indiana** is now installed in its new home at 3913 So. Michigan Blvd.

Hunt-Spiller Mfg. Corp. announces the following personnel appointments: **B. B. Mills,** to represent the Eastern territory; **G. L. Leach,** Middle West; **R. R. Wells,** Western States.

F. J. Fisher has returned for the holidays after a three-year stay in South America. Mr. Fisher was attached to the regional staff of General Motors Exports in charge of truck and bus development. Prior to going abroad, Mr. Fisher was general sales manager of the Standard Motor Truck Co.

Robert F. Black has been elected president and director of the Brockway Motor Truck Corp. to succeed Martin A. O'Mara, resigned. **George A. Brockway** is chairman of the Board of Directors.

Stephen G. Thompson has resigned as sales promotion manager of the Brockway Motor Truck Corp. His work will be carried on by G. D. Shira who will act as advertising manager.

D. T. Stanton has been appointed director of service for Dodge Bros. Corp., and **W. R. Sanford** as assistant to the director of service.

W. R. Gordon has left G.M.C. to join the Pierce-Arrow Division of the S.P.A. Corp. as transportation engineer.

With the recent incorporation of the Ray-Day Piston Corp. of Detroit, it has been learned that **Ray E. Day,** president of the company, has purchased the interests of his former partner.

Jos. C. Bowman has joined the Silver King Hydraulic Jack Co., Cleveland, Ohio, as sales manager. Mr. Bowman was formerly advertising manager for the Packard Electric Co.

J. A. Donnelly has been appointed manager of the Autocar branch in Chicago, succeeding E. F. Fayers, assistant sales manager, who has been filling the position temporarily.

F. F. Beall, formerly vice-president of the Packard Motor Car Co., has been elected to the Board of Continental Motors.

A. J. Gerlach, formerly advertising manager of the Sterling Motor Truck Co., has established an advertising agency of his own.

George W. Malcomson, president of the Malcomson Coal Co., has become affiliated with the truck division of Dodge Bros. He will study vocational sales.

Headquarters of **S. B. Somervell,** sales manager, Vickers Mfg. Co., has been changed to the M & P Bank Bldg., Buffalo.

J. R. Holliday, formerly branch manager of the White Co. at Reading, Pa., is now district manager in Detroit.

M. L. Kerr has been appointed chief engineer of the Brockway Motor Truck Corp. with headquarters in Cortland, N. Y.

J. A. Reynolds, formerly with Relay, has joined the sales staff of the Lapeer Trailmobile Co.

Arthur C. Butler has joined the Truck Division of N.A.C.C.

TRUCKS GIVE FARMERS DISTRIBUTION RELIEF

CONTINUED FROM PAGE 26

from Pittsburgh. In the outer rim, shipments of mixed cars (containing several kinds of fruits or vegetables) from Pittsburgh and straight cars (containing only one kind) from producing areas compete and divide the business with the motor truck.

Corresponding estimates for Baltimore indicate that 24 per cent of the 1930 unloads at Baltimore are going out of the metropolitan area by motor truck. Since Baltimore unloads of 18 leading fruits and vegetables were 12,397 cars by railroad and boat in 1929, it is seen that this truck movement accounts for more than 3000 cars.

The limits of this movement out of Baltimore to the north was Williamsport, Pa., 175 miles away. To the west the practical limit was Cumberland, Md., 140 miles. A considerable volume went to Winchester, Va.; Martinsburg, W. Va., and surrounding area. From the south motor trucks came from as far as Farmville, Richmond and Norfolk, Va. The last city is 250 miles by road from Baltimore.

Another movement of fruits and vegetables by truck is the intercity shipments to equalize supplies when one market is short of supplies and another loaded with a given product. Such intercity movements occur from Baltimore to New York City, Philadelphia, Scranton and Washington, D. C. From Pittsburgh intercity movements occur to Columbus, Cleveland, Erie and Buffalo. Such traffic is quite heavy between Buffalo, Rochester and Syracuse at certain times of the year.

The newest and fastest-growing phase is the long distance shipping of fruits and vegetables from producing areas to market (over 20 miles). The distance these perishables are now hauled would have seemed beyond the realm of possibility even five years ago. If anyone would have suggested that motor trucks would engage in transporting fruits and vegetables over an extreme distance of 700 miles from Los Angeles to Portland, Ore., and Salt Lake City, or over 800 miles from the lower Rio Grande Valley to Oklahoma City, or from North Carolina to Boston, they would have been considered fools but a few years ago. But such hauls are a reality today.

Since motor truck transportation is such a new enterprise it needs a new set of words, or a terminology of its own. So right here we shall make a new term and give it meaning. A *motor truck area* is that area which is supplied in part or wholly by motor truck from a given producing point. Thus from Benton Harbor, Mich., the motor truck area for fruits and vegetables extends from Canada to Louisville, Ky., and from Cleveland, Ohio, to Dubuque, Iowa, or roughly within a radius of 300 miles. Occasional truck loads go farther—to Green Bay, Wis.; Cincinnati, St. Louis and Memphis. The area in which nearly all of the shipments of fruits and vegetables from Benton Harbor are by truck is roughly within 200 miles. This might be called the *exclusive motor truck area.*

The exclusive motor truck area varies with commodities according to their weight, value, perishability and general usage. For potatoes it is roughly 25 miles, apples 50 miles, peaches 100 miles, berries and grapes 125 to 225 miles, in some representative regions.

The start of long distance truck shipping in a given region is like a baby grasshopper's excursions. At first he forages only a few feet from his home under a leaf. As he grows he ranges cautiously a little farther each day until when he sheds his last skin and becomes an adult he goes as far as the exigencies of his life require. Some regions are old at it and others are just beginning or have hardly yet started.

• Livestock •

THE percentage of "drive-in" livestock, nearly all arriving by truck, at the 16 leading livestock markets in 1929 was 21.9 per cent or nearly fourteen million head. This is equivalent to the enormous aggregate of 152,000 carloads. Indianapolis received the most with 60.3 per cent, and Chicago the least with 4.02 per cent. A small amount of stock has always been brought into public stock yards by wagon, or driven in from nearby. In 1918 records of the 16 leading markets show 3.14 per cent of "drive-ins." Even in 1918 there was some trucking of livestock to market.

One day last year 5765 hogs came to St. Joseph, Mo., by truck. It created a furore and stories were written about it, but in the next month this record was beaten three times, and stock buyers were predicting hog-days of 10,000 head by truck. One student of the question estimated that over 1,000,000 truck loads of livestock were hauled to market last year.

But hauling directly from the feedlot to a central market is not the only phase of livestock trucking which is on the increase. Shorter hauls from farm to railroad station have long been common with hogs, but now the short haul, anywhere from four miles up, is being adopted by cattle feeders. This is done to avoid shrink.

Livestock trucking has become such a thriving business in many towns within a radius of 75 to 100 miles from Omaha that many trucking companies have been organized to carry a share of the business. If a farmer does not own a truck he can usually hire one by telephone on short notice. More or less regular trucking of livestock occurs from southeast Missouri to East St. Louis, a distance of 150 miles.

The maximum distance over which livestock can be hauled economically by truck is yet to be determined. Most of the trucking is within 50 to 75 miles of the terminals, and occurs in the North Central States, where most of the slaughtering is done. A shipper from Upton, Wyo., trucked 10 hogs a distance of 700 miles to Omaha in 1928 and hauled back merchandise.

A check on the truck receipts of livestock at St. Paul in 1929 revealed that 63 per cent of 648 consignments came from a distance of 50 miles or less and 37 per cent had been hauled between 51 and 110 miles. The motor truck area for livestock might roughly be placed at 100 miles, and the exclusive motor truck area at about 40 to 50 miles.

In addition to these truck shipments of livestock to primary markets, there is considerable distribution to local killers and small markets outside the main livestock sections. Some indication of this is seen when in 1928 the Delaware state police, who stop and weigh about 80 per cent of the loaded trucks which pass over the state highways, reported 181 truckloads of livestock. These loads went to local killers in Wilmington, Baltimore and Philadelphia. Practically all of the trucks from the Eastern Shores of Maryland and Virginia pass over the Delaware roads in getting to market.

• Poultry and Eggs •

NO general official statistics are available on the volume of poultry products moving by truck. However,

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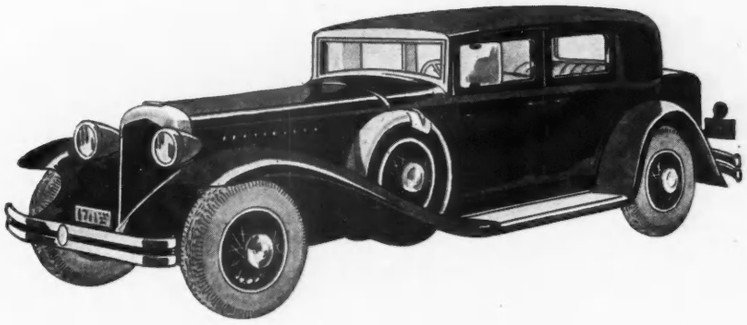


Lots of CAR for the MONEY

Unusual value in an automobile doesn't just "happen." It is definitely created; born of a purpose in the minds of certain men.

Lockheed Hydraulic Brakes are always an evidence of such purpose.

To a growing number of car, truck, and bus manufacturers Lockheeds are a basic policy—not merely a choice of brake equipment.

And the fact that so many car buyers prefer Lockheeds is instantly mirrored in easier, quicker sales.

HYDRAULIC BRAKE COMPANY
DETROIT, MICHIGAN, U. S. A.
(Division of Bendix Aviation Corporation)

LOCKHEED HYDRAULIC
Four BRAKES *Wheel*

TRUCKS GIVE FARMERS DISTRIBUTION RELIEF

CONTINUED FROM PAGE 46

it is known to be large, and distribution is over long distances. For instance, the Delaware police records, mentioned above, showed 1156 truckloads of poultry products passed over the Delaware roads from the Eastern Shore region in 1928. This was considered 80 per cent of all truck shipments of poultry from this region.

The trucking of poultry and eggs into St. Louis from the surrounding territory up to 150 miles is very large. The general practice is for country dealers to gather up loads in their own community or section for hauling to St. Louis. Upon returning they buy loads of fruits and vegetables on the St. Louis market to haul back to their home section.

This last summer a truckload of poultry arrived at Baltimore from Tennessee, which shows the extreme limit to which this trade has already progressed.

• Western New York •

REVERTING to a consideration of fruits and vegetables—pre-eminent trucking products—in western New York 44,244 cars were reported as shipped by rail in the fiscal year 1928-1929 as compared to 10,605 cars estimated by motor truck. This considers only the 21 commercially important counties on shipments of fruits and vegetables from growing areas to market at distances greater than 20 miles. All subsequent figures relate to truck hauls of over 20 miles unless otherwise stated.

Including factory products moving more than 15 miles the total movement in western New York was estimated at about 22 per cent of the total shipments.

From western New York the major portion of the truck shipments were within western New York itself, and the northern part of Pennsylvania, and adjacent parts of Ohio and Canada. Preliminary figures of the 1930 census gives the 21 counties included in this study a population of 2,406,410, and several populous counties lie adjacent. The many cities and towns are so distributed over the territory that most of their needs for western New York produce can be supplied with short or intermediate hauls.

New developments in long distance trucking of lettuce, celery, peas, early cabbage and tomatoes occurred from this region in 1928 and 1929, lettuce going as far as Baltimore, peas as far as Boston, and tomatoes to Pittsburgh.

• Eastern States •

A TOTAL of 19,891 loaded trucks were weighed by the Delaware state police in 1928. These came from all the Eastern Shore region and were estimated as 80 per cent of the entire truck shipments out of the region. Of these 76.9 per cent were hauling fruits and vegetables. The months of greatest truck movements were June and August, with 4263 and 4434 truckloads reported respectively. This compares with 3230 truckloads in May, 2540 in July, and only 362 in November.

The total shipments from the Eastern Shore region were 44,659 cars by rail and boat as against 7320 car equivalents by truck, or 14 per cent of the total by truck, assuming the highway records were 80 per cent complete. For the class of highly perishable products the motor truck adjusted figures show 5879 cars by truck as compared to 5496 by rail and boat.

The length of hauls from important producing points on the Eastern Shore to Philadelphia is about 125 miles, and to New York 225 miles.

The six large cities, New York, Philadelphia, Newark, Boston, Baltimore and Washington, received 93 per cent of the total declared movement. The remaining seven per cent went to small cities, principally in Pennsylvania and New Jersey.

• Indiana and Illinois •

IN southern Indiana estimates show that 37 per cent of the 1928 crops of fruits and vegetables were shipped by motor truck, or an equivalent of 1298 cars, as compared with 2198 cars recorded by rail. If canning products are included in the estimates, 66 per cent of the southern Indiana movement was by truck.

In southern Illinois 21 per cent of the commercial movement of the 1928 crops of fruits and vegetables were by truck, according to official estimates based on field studies, or 2305 cars compared with 8613 cars shipped by rail and boat.

A characteristic of truck shipments in this territory was the major distribution to small cities in the corn and coal belts, and in rural trade. Less than 50 per cent of the motor truck shipments were to large cities. Peaches were trucked into Wisconsin as far as Milwaukee in 1928. In 1930 early apples moved by truck from this region into Michigan, and various products into western Ohio, eastern Missouri, eastern Iowa, Arkansas and Kentucky.

• New York Receipts •

LONG distance truck receipts of fruits and vegetables at New York City were 16,374 cars in 1929, and total truck receipts including market garden supplies were 31,300 cars, according to daily reports to the U. S. Department of Agriculture.

Of these, 57 cars came from Connecticut, 660 cars from Delaware, 4 cars from Massachusetts, 1347 cars from Maryland, 1167 cars from Pennsylvania, and 166 cars from North Carolina. While New York state and New Jersey lead in the truck receipts at New York City, the motor truck area of that city is roughly from western Massachusetts to South Carolina.

• Variations •

FIGURES on other regions might be given, but these suffice to show the quantity moved and distances in some representative regions. It might be mentioned that the producing area from which the truck accounted for the highest percentage of total shipments was Connecticut with 92 per cent, and the lowest was the Cumberland-Shenandoah section of West Virginia with 2 per cent. Those commodities which were highest in truck shipments in all areas studied* were spinach 96 per cent, beans 89 per cent, mushrooms 85 per cent, asparagus 76 per cent, tomatoes 64 per cent, and strawberries 58 per cent. The lowest were onions with 18 per cent and cabbage 12 per cent—of combined long distance truck and rail shipments.

The city with the greatest long distance truck receipts studied was Los Angeles with 57 per cent of combined rail and long distance truck receipts, and the lowest was Pittsburgh with only 4 per cent received by truck including local supplies.

In conclusion it might be pointed out that conditions have changed rapidly. The motor truck areas have been pushed out farther yearly in some regions. The quantity in a given area may have nearly reached its limit under present conditions or may just be getting a good start. These studies should not be considered in the light of ultimate developments.

* Parts of Illinois, Indiana, Michigan, New York, Massachusetts, Connecticut, Pennsylvania, New Jersey, Maryland, Virginia and West Virginia.

HIS JOB IS ON THE DRIVER'S SEAT....

Yet he has "Athlete's Back"

HE pulls down his weekly jack for *driving*. Off he roars each morning, parked on the cushions—the ambition of small boys and envy of the gentlemen in front of the employment agencies. Back he chugs at night—still on the driver's seat—

Yet for all the apparent ease and comfort of his position, this veteran truck-helmsman is a sucker for "Athlete's Back" and — *he doesn't even know what it is!*

He *does* know that lately an unpleasant creaking in the spine, sudden twinges as though bevies of toasting forks were tap-dancing just above the hips have got him on the verge of cutting out paper dolls. Misery hounds his every working hour. In his own house—well, his wife has Gone Home to Mother!

And the thing that has put this well-meaning citizen on the spot is a tiny wiggle called *wobblea dualtruckwheelsyton* — hardly noticeable at first, but stealthy, *persistent* and *terribly annoying later on*.

This sneaky wiggle lurks where you least expect it—down where your dual wheels kiss their hubs. It scuffs off tire rubber as fast as you can pay for it.—*Faster!*

So again and again this vicious little wobble yanks the unwary skipper down from the driver's seat to repeat his juggling routine with blowouts, jacks and spares. Each time that he humps himself over the latest drop in rubber, new pains slide in through his steaming pores—new aches move in and stick like an uncle who's just gone through bankruptcy. And thus—slowly and mercilessly—"Athlete's Back" settles on its victim!

It Has Been Found That Budd Duals Keep Wheel-Wobbles From Muscling In

Dual-wiggle simply *can't* set in if a truck is on Budds. For each section of a Budd Dual is anchored by the *double-nut mounting*. The inner section is gripped by *one* set of cap nuts. The outer section is held on by its own *separate* set of cap nuts.

Examine *your* duals tonight. See if "Athlete's Back" can threaten *your* peace, *your* pocket-book. Make sure you're on Budd Duals. And if you are—go to bed happy. For "Athlete's Back" need worry you no more than the high price of putty in Peru! BUDD WHEEL COMPANY, DETROIT.

Budd Duals

FOR YEARS HAVE PREVENTED SORE MUSCLES, TIRE-CHANGER'S KNEES, BLOATED TIRE-BILLS, WOBBLE-SCUFFED RUBBER.

GEAR-SET JUGGLES TORQUE AND SPEED

CONTINUED FROM PAGE 22

good. The power the engine turns out is not always the way we want it. Sometimes we want a strong pull at low speed, like when we are trying to get out of a mud-hole. Sometimes we want less pull and more speed, as when we are hurrying home on a good road with an empty truck."

"The engine alone can't turn out power that way, so we use gears in a transmission. These gears are like levers. If you have a weight you can't lift you take a crowbar and pry it up. The crowbar does not make you any stronger but it lets you lift a heavier weight than you can without it. But when you lift the big weight it moves up much slower than the end of the crowbar moves down. That's what the gears do. They give us leverage so we can use the engine power for pulling up steep hills or through sand or mud. With enough gears we can have the pull or speed we need any time. But gears don't make the engine give more total power. If we get more pull we have less speed, if we take more speed we have less pull."

• More Speeds •

NOW, in passenger cars, which have pretty big engines as compared with the weight of the loaded cars, three speeds are all that are normally required to operate them. There is one transmission ratio for starting up, one for increasing the speed of the car when you get it moving, and one to drive along in, once you get up to a pretty good speed. Half-ton trucks, which are converted passenger car chassis, therefore, all have three-speed transmissions.

"But, as the size of the truck goes up, three speeds aren't enough any more. They would be if you could put in an engine powerful enough at all speeds to take care of the bigger load, but then your fuel cost would go up too high. The first thing that actually happens is that your rear axle speed reduction goes up, so that there are more explosions, and more power available to turn the wheels over once. But modern trucking requires high road speeds, and if you make your rear axle ratio too high, the road speed comes down, as your engine can turn over only just so fast and no faster, if it is to stay together. The next thing to do is to keep down your rear axle ratio as far as possible so that you can get all the speed possible on a fairly level road, and take care of the increased speed reduction needed when going uphill or traveling along under any conditions where more power is needed to turn the wheels, by adding more sets of gears in the transmission. If you have only three speeds in the transmission the steps between them are too far apart. If you have a three-speed unit in a big truck and go down into intermediate to get more pulling power, you may get more than you need under many conditions, and you are unnecessarily cutting down your maximum speed.

• Spacing Gears •

SO, just as in many passenger cars now also, we put in another ratio in the transmission, with a little less speed reduction than in the middle gear, and rearrange all the ratios so that the reductions are pretty evenly spaced. Ninety-two per cent of all two-ton trucks have four speed transmissions."

"Why," interrupts Mac, "do you have to mess up the other gears when you add another speed? Why do they have to be evenly spaced?"

"I'm surprised at that question, coming from a farmer, Mac," we reply. "To get all your vegetables to grow up into nice big weeds you plant them pretty evenly as far as spacing is concerned, don't you?

"When you are in hilly country or on bad roads more speed ratios will be required. So when you get up in the bigger sizes of trucks, four often isn't enough any more and you need five, seven or eight speeds."

"How do you get all those gears in one transmission?" queries Mac.

"You don't always, Mac. Sometimes you use two transmissions, and have two shift levers. Sometimes you do put them all in one box and also have two shift levers. Sometimes you . . . well, you see the ordinary transmission has two parallel shafts, a mainshaft and a countershaft. The mainshaft is hooked onto the propeller shaft. There is a gear at the front of the transmission which is mounted on the clutch shaft. This gear drives another one on the countershaft, so that the countershaft generally turns slower than the driving gear. Then there are several gears on the countershaft in different sizes, which you can engage with gears on the mainshaft, by shifting the latter back and forth. In other words you step your speed down once from the clutch shaft to the countershaft and then step it down some more in transmitting the drive to the mainshaft. Now if you could, by shifting, substitute a set of gears of a different number of teeth for the one driving the countershaft, then you get another four ratios. Some of these ratios will be pretty close to some of the ratios you got with the first set, so that you don't really get eight different steps or ratios, but you may get two or three useful additional ones. Another way to get another set of ratios is to use a second transmission in front of or in back of the first. If you have three 'speeds' in this second unit, and four in the main transmission, you get 12 possible combinations of which probably seven or eight will be most frequently used.

"This auxiliary transmission can be either hooked directly onto the main unit, or can be put somewhere farther back. The latter type is quite useful, for it can be installed on trucks going to hilly country, or where poor roads require more available ratios, and can be left off those going to sections of the country where the roads are good and flat, or flat and good, whichever way you want it.

• Auxiliary Gearsets •

ONE useful way to arrange the gears in the auxiliary transmission is to have one speed providing direct drive (no speed reduction) one reducing the speed somewhat, and one increasing the speed. The latter is called an 'overdrive' and is used for high speed operation where load and road conditions don't put so much of a burden on the engine power. Trucks for road-building frequently are equipped with 'overdrives.' They need big reductions of speed for the heavy hauling, and normal work, and therefore pretty high axle ratios, but the overdrive provides speed possibilities by lowering the overall reduction between engine and wheels."

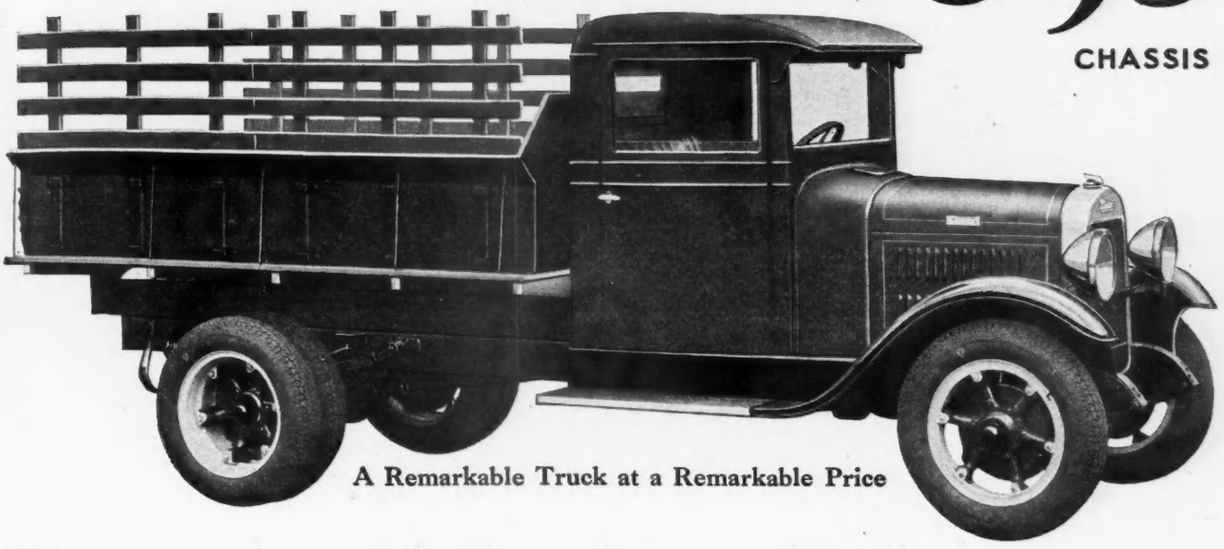
"So much for transmissions . . ."

"I'd say that was about enough too," Mac interposes. "Come out again, when you've got lots to do."

Paying no more attention to this hint—extremely subtle for Mac—I grabbed my hat and said goodby. Just as I left Mac called out that he expected to be down to cross-examine us some more pretty soon.

Stewart 1½ Ton Truck $895

CHASSIS



A Remarkable Truck at a Remarkable Price

Dealers Are Making Large Profits Selling Stewart Trucks

The Stewart liberal dealer franchise offers both car and truck dealers an unusual money-making opportunity.

To car dealers, the Stewart franchise means a chance to greatly increase their profits with little or no advance in overhead. Truck sales are steady the year round. Trucks do not have the frequent style and model changes that beset the passenger car.

To truck dealers with slow moving lines, Stewart presents a full line of fast selling trucks built by an exclusive truck maker entirely of truck parts.

Stewart's reputation for price, quality and long life has become world-wide. Write or cable for full particulars of the profit advantage of Stewart's direct factory franchise.

MODELS
BEVEL AXLE

1	ton 4 Cylinder -	$ 695
1	ton 6 Cylinder -	795
1½	ton 4 Cylinder -	895
1½	ton 6 Cylinder -	995
1½	ton 6 Cylinder -	1195
1¾	ton 6 Cylinder -	1495
2	ton 6 Cylinder -	1695
2½	ton 6 Cylinder -	1990
3	ton 6 Cylinder -	2590

Stewart
MOTOR TRUCKS

STEWART MOTOR CORPORATION
BUFFALO, N. Y.

Export Branch: 1 Broadway (Dept. 3)
NEW YORK CITY, U.S.A.

Cables: Stewartruk New York.
Codes: Acme, Bentley.

MODELS
WORM AXLE

2	ton 6 Cylinder -	$2290
*2½	ton 6 Cylinder -	2690
*3	ton 6 Cylinder -	3290
*3½	ton 6 Cylinder -	3690
*5	ton 6 Cylinder -	4990
*6-7	ton 6 Cylinder -	5700

*Double Gear Reduction Axle
Optional Equipment.

Stewart Trucks have won—By costing less to run

A Willard-equipped Club Coach of the White Motor Company

Specifying a known value in Batteries

One of the principles of selection that guide the modern motor coach builder in specifying original equipment is: Will its performance be a credit to my product? This basis of choice is consistent with good business.

And that is why so many motor coach builders are specifying Willard. They know that storage batteries built by Willard are *predetermined* in quality—not only by 33 years of battery-making experience, but by constant experimentation in the modern laboratory, and in rigorous tests on the proving grounds. They find it always pays to choose this *known* value in battery equipment.

Willard STORAGE BATTERIES

CLEVELAND·OHIO
LOS ANGELES·CALIF. · TORONTO·ONT.

see it — inspect it and compare it, during the New York Show

We will exhibit
our CO-ORDINATED
RUNNING GEAR

AXLES

FRONTS and REARS
Bendix or Hydraulic brakes optional

WHEELS

of Metal, Hollow Spokes for Single or Dual Construction

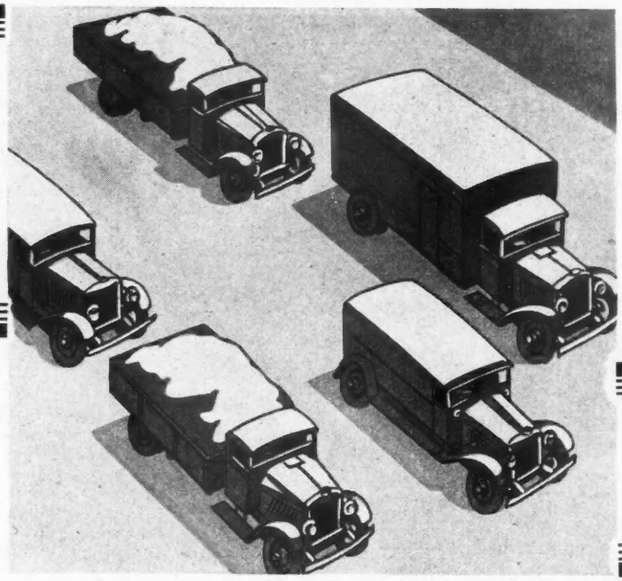
TRANSMISSIONS

New Speeds . . . Full Range of Capacities . . . . . .

WE WILL ALSO SHOW THE LATEST TYPE PASSENGER CAR AXLE HOUSINGS

H S G I

Reg. U. S. Trade Mark



BRAKE DRUMS

MOST ECONOMICAL IN THE LONG RUN

HUNT-SPILLER AIR FURNACE GUN IRON BRAKE DRUMS have established many records for enduring the strain and wear on trucks and buses over miles and miles of travel.

At the end of many miles, inspection of HUNT-SPILLER BRAKE DRUMS shows their smooth, unscored, wear-resisting surface that insured safe deceleration for mile upon mile of punishing use.

Install H S G I Drums on your entire fleet. Specify H S G I Drums for your new equipment. They're the surest in the long run—best for the short run! Write us.

HUNT-SPILLER AIR FURNACE GUN IRON *for* BRAKE DRUMS

HUNT-SPILLER MFG. CORP

J. G. Platt, *Pres. and Gen. Mgr.* V. W. Ellet, *Vice-Pres.*

Office and Works

383 Dorchester Avenue
South Boston, Mass.

OVERHEARD

In A Modern Fleet Maintenance Shop

(A *Fleet Owner Talks To His Maintenance Superintendent*)

"You did a great job on Number 7, John. The driver tells me she runs fine. No noise in the rear end any more."

"Thanks, Mr. Smith, but I don't deserve all the credit. I made a few replacements and put a new Timken Bearing in the differential, and that did the trick."

"Well, you certainly deserve credit for your judgment in selecting the right bearing for the job."

"That's merely good business. You see, it's my policy to use only genuine parts, and it has paid well, as you will gather from our low maintenance costs. Good workmanship and genuine parts mean longer life for the trucks."

"You're dead right, John. That's the kind of policy which would win in any business. But tell me, how did you manage to get the truck fixed so quickly? Surely you can't keep in stock every size of Timken Bearing you might ever need."

"Oh, that's easy. As a matter of fact, I don't have to keep a single bearing in stock. The Timken people do it for me. They've got a system of Authorized Distributors supported by Branch Warehouses covering the country. These distributors can afford to maintain large stocks of bearings, because they serve thousands of fleet maintenance shops like ours."

"As soon as I discovered what was wrong with Number 7, I 'phoned the Timken Authorized Distributor and the proper size of bearing was here in a few minutes."

"Some system, John, and one that should be worth money to every fleet owner. Keep up the good work."

Note—There's a Timken Authorized Distributor at the other end of your telephone ready to serve you. The Timken Roller Bearing Service & Sales Company, Canton, Ohio.

TIMKEN *Tapered Roller* **BEARINGS**

The Finest Reo Speed Wagons *and* Trucks

at the lowest prices in REO History!

$895
AND UP
CHASSIS
F.O.B. LANSING, MICH.

REO announces important advances in truck design and utility—new bar-protected radiators with all-chromium finish; new cowl lamps; new heavier fenders and new safety running boards; shatter-proof glass windshields; 3-point cab suspension, new upholstery, and an interior adjustable sun visor; new rear axle to accommodate dual wheels (standard equipment on the ton and a half model, and optional with new 4-speed transmission at slight additional cost on the one ton model). Four striking color options for any model you choose. See the new Reos and get the new prices!

REO MOTOR CAR COMPANY, LANSING, MICHIGAN

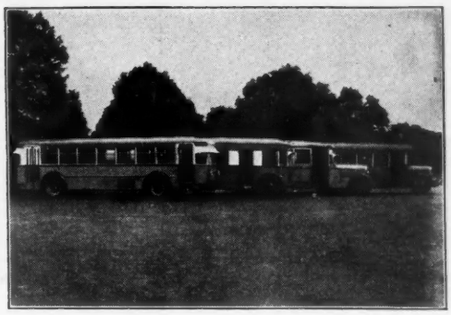
REO SPEED WAGONS AND TRUCKS

Don't be confused!

Make *Sure* you get the Kind of Quality You Want . . . .

The *Original* AMERICAN BRAKEBLOKS

(*Spelled* B-R-A-K-E-B-L-O-K-S)



Only "The Original" Could Produce A Record Like This!

Pictured above is part of the great fleet operated by the United Electric Railways, Providence, R. I.—first place winner in the Bus Transportation nation-wide contest to find the best maintenance methods and practices employed by bus and truck operators. Their report showed only 24 pull-ins from brake trouble as opposed to 170 pull-ins during the same period of 1929—a remarkable record made possible by improved maintenance methods and EXCLUSIVE USE of the original AMERICAN BRAKEBLOKS.

Since the advent of American Brakebloks, other materials of similar appearance and similar names have sprung up in the brake lining industry. Don't be confused by such names! Remember, there is only one original AMERICAN BRAKEBLOK and it is NOT just another molded lining.

The Brakeblok idea and the new popular method of applying brake material by means of keepers and bolts was first conceived by the American Brake Materials Corporation—a 30-year-old firm of braking specialists. At the same time, this company also perfected a new and *entirely different* type of brake material that is just as far advanced—a secret formula which no one can copy.

See to it that YOU get the original AMERICAN BRAKEBLOK quality. Make sure that the words are spelled just as they are spelled here; or look for the red and black trademark.

AMERICAN BRAKEBLOKS
TRADE MARK REG. IN U.S. AND CAN. PAT. OFFS.

Now . . . American Brakebloks in ROLLS . . .

Full coverage type American Brakebloks in sizes 2½" x ¼" and under are now available in 25-foot rolls. Ten rolls will service 90 per cent of all passenger cars and light trucks having internal brakes.

Keeper-type American Brakebloks for heavy duty buses and trucks. This type of material and method of installation were created by the makers of American Brakebloks.

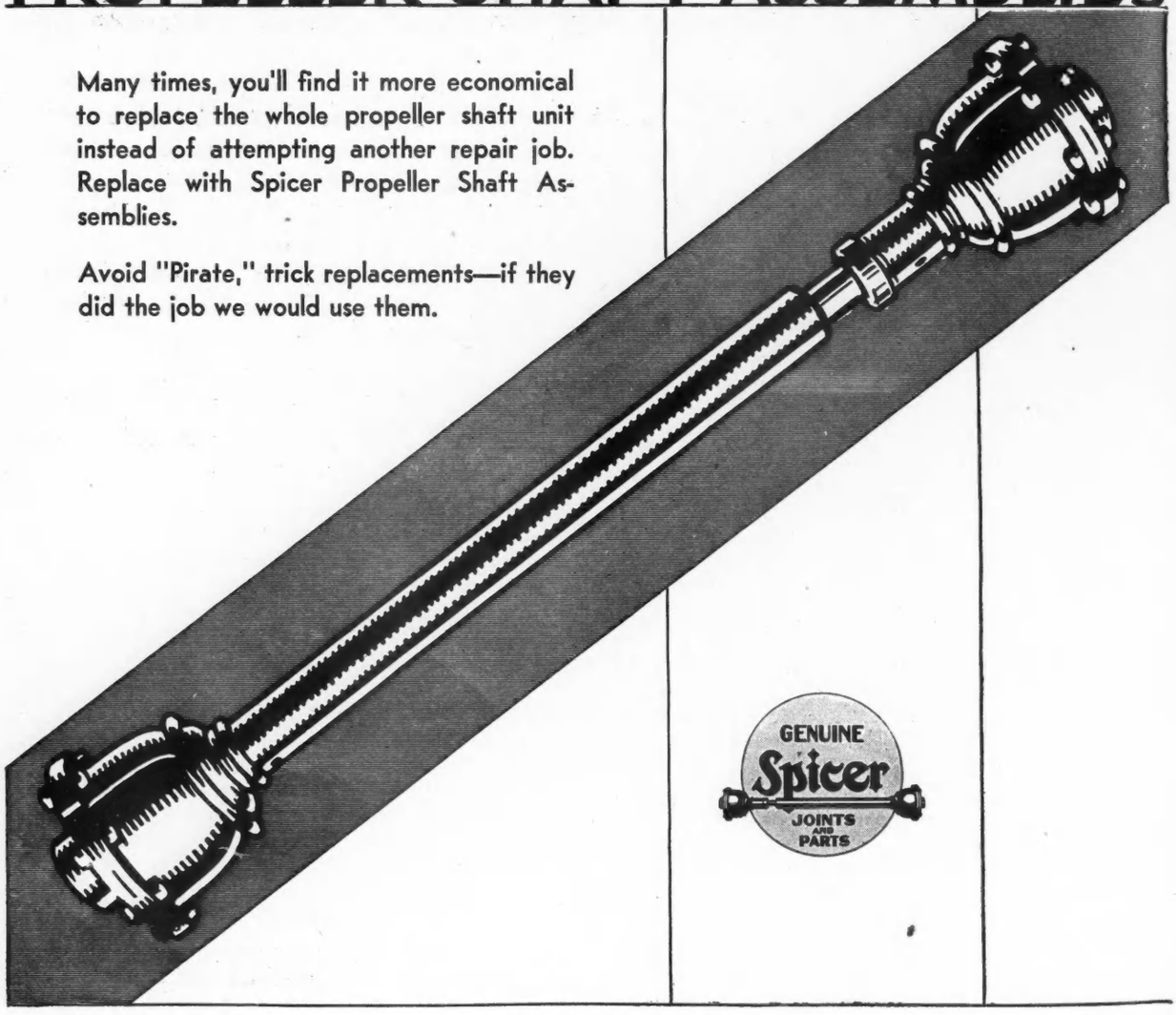
AMERICAN BRAKE MATERIALS CORPORATION
Industrial and Automotive Division American Brake Shoe & Foundry Co.
4660 Merritt Avenue • • • Detroit, Michigan, U. S. A.
Sales Offices: Chicago • New York • San Francisco
Export Department: 30 Water Street • • • New York City

SPICER

PROPELLER SHAFT ASSEMBLIES

Many times, you'll find it more economical to replace the whole propeller shaft unit instead of attempting another repair job. Replace with Spicer Propeller Shaft Assemblies.

Avoid "Pirate," trick replacements—if they did the job we would use them.



ASSOCIATED Spicer COMPANIES

BROWN-LIPE CLUTCHES and TRANSMISSIONS

BROWN-LIPE GEAR CO.
SYRACUSE NEW YORK

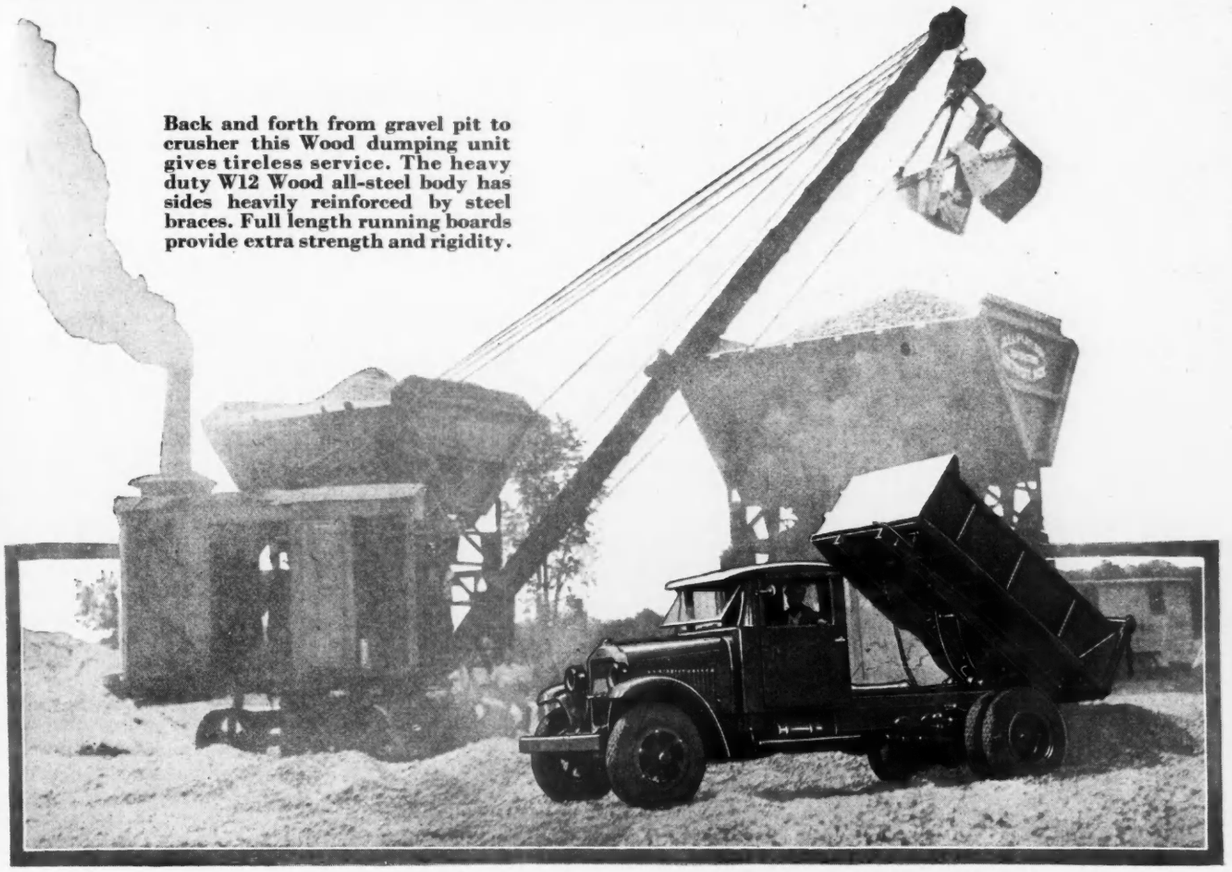
SALISBURY FRONT and REAR AXLES

SPICER UNIVERSAL JOINTS

SPICER MFG. CORP.
TOLEDO OHIO.

PARISH FRAMES and STAMPINGS

PARISH PRESSED STEEL CO.
READING PENNA.



Back and forth from gravel pit to crusher this Wood dumping unit gives tireless service. The heavy duty W12 Wood all-steel body has sides heavily reinforced by steel braces. Full length running boards provide extra strength and rigidity.

DUMPING EQUIPMENT
to fit YOUR needs

Back of every Wood dumping unit is 19 years' practical experience.

The complete Wood line includes:

Hoists and W Type dump bodies for chassis of 3 ton and up;

Hoists and L Type dump bodies for 1½ to 3 ton chassis;

Hoists and C Type dump bodies for 1 and 1½ ton chassis.

Wood national service is at your elbow in principal cities of the United States and throughout the world. An organization of service for dump truck men.

WOOD HYDRAULIC HOIST & BODY COMPANY
DETROIT U. S. A.

WOOD
HOISTS & BODIES

The Job of the Truck Should Fit the Truck

CONTINUED FROM PAGE 40

served by the distributor should be carefully mapped. Stop lights, condition of streets, volume of traffic, and other factors affecting speed of delivery should be carefully noted, and drivers should be given instructions accordingly. An Eastern operator, for example, reduced the average time of one route from 2 hours and 40 minutes to 2 hours and 20 minutes—a saving of 12 per cent—by rearranging routes so that the driver could take advantage of right turns allowed on red lights, instead of having to wait for lights to change.

2. *Poor unloading facilities at the point of delivery.* These include garages which will not permit trucks to enter for unloading, cramped quarters for large truck deliveries, poor location of fill pipes for underground tanks, undersize fill pipes, and so on. These situations are hard to overcome. If the customer demands that loads be bucketed out when there is really no imperative need for this type of unloading, careful cultivation and effort on the part of salesmen and drivers can frequently overcome objections to direct unloading.

3. *"Not at home" stops, "no cash," "credit doubtful," etc.* These situations frequently occur on peddler routes or routes devoted to small deliveries to small customers. Time losses can be eliminated by having order takers on phoned orders tell the customer the approximate hour of delivery and the C.O.D. charges. C.O.D. deliveries should be marked with symbols by the credit department, for example: "C.O.D." for no credit under any circumstances; "C.O.D. phone," for doubtful credits when the driver should phone in before granting credit; and "O.K." if credit can be granted on the C.O.D.

1931 Chevrolet Has More Brawn and Better Looks

CONTINUED FROM PAGE 39

A rubber boot has been placed over the accelerating pump on the carburetor to protect it against moisture and thus prevent freeze-ups in winter. Spark plugs are of a cooler-running type, standard equipment being A.C.G.-12. A steel ring gear on the flywheel, adopted recently, is continued. Valve rocker boxes have been improved against oil leakage. The air cleaner is of the copper-mesh type. In the exhaust system a less rigid mounting for the muffler has been worked out.

Molded facing has superseded the woven type on the clutch plates. Further changes include the adoption of a ball bearing for the clutch pilot instead of a bronze bushing.

For easier servicing the transmission case has been made removable without disturbing the clutch housing, and has also been stiffened. Nickel-molybdenum carbonized steel has been adopted for countershaft gears. Other chassis changes include heavier section front axles, adoption of a higher ratio, 12 to 1, worm-and-sector steering gear and larger shackle bolts. A 50 per cent increase in torsional rigidity for the frame has been obtained by increasing the side-member depth by ¼ in. by a ½-in. increase in the width of the top flange (now 2¼ in.) and by strengthening the cross-members.

S.A.E. Seeks Light on Operator Needs

CONTINUED FROM PAGE 21

or how few miles they operated. But—an important "but" it developed—this rule made it unnecessary to keep a record of drainings of oil, and resulting saving of labor more than offset the occasional loss of draining oil from a vehicle which had been out of commission for a few days. As a parting shot he observed that the loss was small in any event because all crankcase drainings are reclaimed in his garage.

Reclaiming crankcase drainings was approved by two of the all-star troupe of bus fleet executives who delivered papers on bus operation and maintenance. Both H. B. Hewitt, Philadelphia Rural Transit Co., and P. V. C. See, Northern Ohio Power & Light Co., Akron, Ohio, reported in favor of reclaiming after experiences extending over several years.

A formula for determining the tractive ability of a motor vehicle based upon engine torque, rear axle ratio, size of tires and gross weight, presented by Austin M. Wolf, consulting engineer, Newark, N. J., put the question of performance in the center of the stage. The gross carrying ability of a truck or the grade it can climb in high or any indirect gear can be determined easily by the formula. It does not show how fast a truck can haul a given load or how fast it can climb a given grade. This question of speed appeals to operators and several who discussed the paper said that general performance overshadowed economy in many cases. Operators are demanding better and better performance, according to B. A. Bachman, Autocar Co., and he stated that engineers would like to know how far this tendency toward better performance is to go.

The Foutz type of cooling system was described by Adrian Hughes, Jr., United Railways & Electric Co. of Baltimore. This is a closed system which employs the principles of low-pressure steam powerplants. He stated that the system gives a quicker warm-up of the engine (in less than one-half the time at three-quarters maximum power); increases horsepower; increases economy and reduces formation of scale in the jacket.

The limiting factor in high temperature cooling at present is the ordinary soldered seam in radiators, which are not designed for temperature which may be employed in the Foutz system, according to Mr. Hughes. He suggested that high temperature cooling as provided by the system might be of great assistance in developing Diesel engines.

Report of operation of aluminum bodies of various types was presented by Frank B. Goll, Aluminum Co. of America. More than 23 operators were included in the report. Among recent developments in the field was the application of aluminum to motor truck tanks. The advantages of this material for tank service are: that the metal does not contaminate the gasoline, finished aluminum reduces evaporation losses and aluminum will not strike a spark from impact.

Pittsburgh Section of the S.A.E., of which John M. Orr was chairman, was host of the meetings. The Section arranged a special inspection trip of the body plant of the Auto Truck Equipment Co. and the fleet service station of the Equitable Auto Co. of Pittsburgh.

New Triple Compartment Body Has Cold Section

CONTINUED FROM PAGE 38

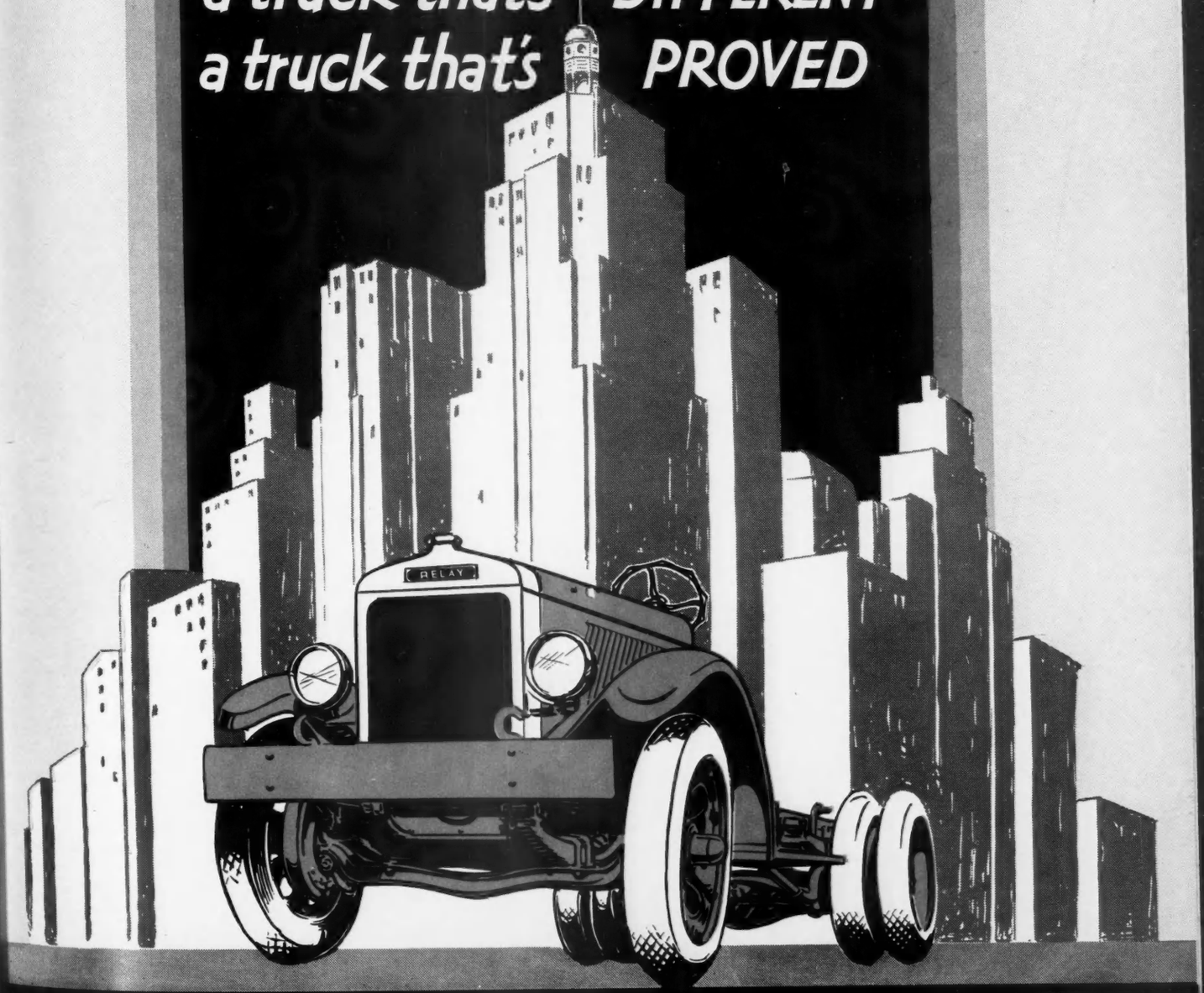
ments are provided in the mechanically refrigerated panel. The front compartment is for handling brick and other ice cream having quite a low temperature. The front center compartments are entered through doors in right side, while the rear compartment is entered through a rear door. The empty-can compartment is underneath the floor and is entered through doors at rear. The mechanical refrigeration unit is located back of the cab. It is covered by a removable metal hood. The unit may be operated from local light current or a small stationary gasoline engine.

for the

TRUCK DEALER

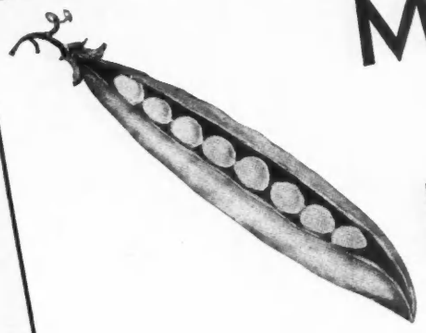
a truck that's DIFFERENT
a truck that's PROVED

See the Relay Exhib
at the Road Show
St. Louis, Januar
11th to 17th, 193



RELAY

DIFFERENT



Many Trucks are like as Peas in a Pod

RELAY ALONE ASSURES

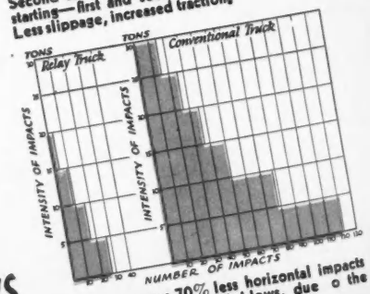
This tire traveled 87,794 miles. Average for all six on the truck, 74,896.5. Tires on Relay hug the road—less bounce and scuff.

50% Added Tire Life

TRACTION
Unequalled by any Other Truck

Second and fourth tracks show Relay at starting—first and second are conventional. Less slippage, increased traction.

HORIZONTAL CUSHIONING
Eliminating 50% of Road Blows



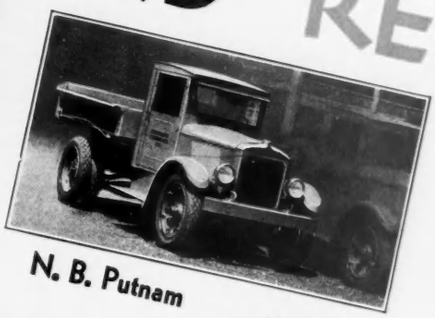
Relay averages 70% less horizontal impacts and 40% less vertical blows, due o the Relay Oscillating Drive.

RELAY

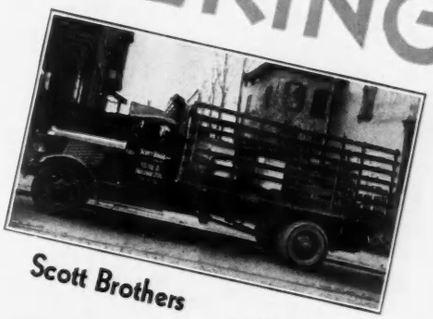
PROVED

LARGE BUYERS are SAVING 3¢ per average MILE

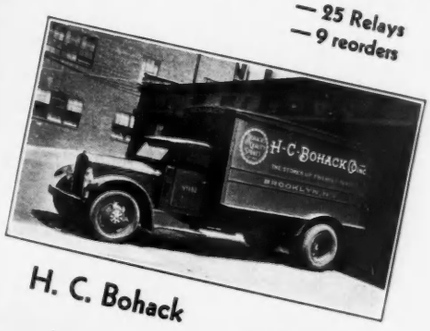
AND REORDERING



N. B. Putnam
— 25 Relays
— 9 reorders



Scott Brothers
— 20 Relays
— 4 reorders



H. C. Bohack
— 24 Relays
— 9 reorders

Philadelphia Public Ledger
— 17 Relays
— 5 reorders

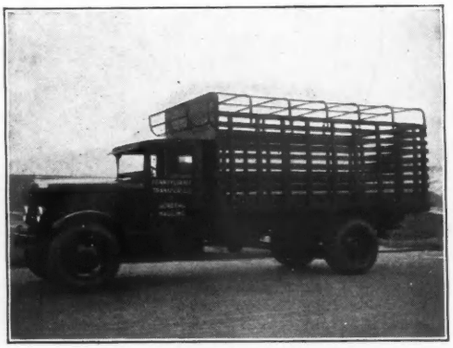
RELAY

Relay Builds Business that You Keep
REORDERS

For Instance ~ in Pittsburg

TECH FOOD PRODUCTS
REORDERS

HARRISON SHIELDS
REORDERS



PENNSYLVANIA TRANSFER
REORDERS

FRIED & REINEMAN
REORDERS

Some Desirable Dealer Franchises Open

Write or Wire for full Particulars

RELAY MOTORS CORP.

LIMA
OHIO

COMMERCIAL CAR JOURNAL

TABLE OF TRUCK SPECIFICATIONS

Corrected Each Month From Data Supplied Direct by Manufacturers

(KEY TO REFERENCES ON PAGE 80)

WHITE lists six four-cylinder trucks, one six-cylinder, and four six-wheelers in specification tables this month. These models are described on page 34. Other new models added to tables include four by Gramm, three by La France-Republic, two by Gramm-Bernstein and one by Douglas.

Capacity of new models ranges from 1 to 10 tons. They comprise:

Douglas; A6 1-ton.

Gramm; AX4, AX6 1-ton, BX4, BX6 1½-ton.

Gramm-Bernstein; K 2½-ton, A 3½-ton.

La France-Republic; H2 3½-ton, M2 4-ton, 35-2 5½-ton and more.

Le Moon; HB56 six-wheeler.

White; 160, 161, 162, 210, 211, 212 four-cylinder models; 65K 2-2½-ton six cylinder, and 63SW200 3-ton, 64SW200 3 to 5-ton, 64SW300 5 to 7½-ton, 59A-SW400 7½ to 10-ton six-wheelers.

Gentlemen, Here's to You!

G. A. Gemmer, Chief Engineer, National Motors Mfg. Co., Irvington, N. J.

Alvin Schimpff, Engineer, The Armleder Truck Co., Cincinnati, Ohio

John G. Holstrom, Chief Engineer, Kenworth Motor Truck Corp., Seattle, Wash.

H. S. Nowak, Sterling Motor Truck Co., Milwaukee, Wis., in his fighting togs

The unquestioned trust which the truck industry places in this Table of Truck Specifications is due to the splendid collaboration of men at the factories who each month correct the statistical data and keep it up-to-date. For their valued cooperation in making the data authentic the Commercial Car Journal makes this acknowledgment of gratefulness and knows that those who make use of the Table will join in saying, "Gentlemen, here's to you!" (Next month the tribute will be extended to another group of collaborators.)

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	1000 Pounds																									
1	Chevrolet.. Int. Com.	400	107	107	....	1815	B 4.50/20	B 4.50/20	Own	6–3 1/4 x3 3/4	193.9	26.3	....	H						PG	No	Car	P	D-R	D-R	1
2	Dodge Bros....UF-10	435	109	109	4025	1855	B 5.00/19	B 5.00/19	Own	4–3 1/8 x4 1/4	196	21.0	48–2800	L	G	A	2 1/4	6 1/2	3	FP	No	Car	M	D-R	D-R	2
3	Dodge Bros.....F-10	515	109	109	4125	1960	B 5.25/19	B 5.25/19	Own	6–3 1/8 x4 1/2	189.8	23.4	61–3400	L	C	A	2 1/4	3 1/4	4	FP	No	Car	M	D-R	D-R	3
4	Fargo Packet.....	595	....	....	....	1935	B 5.00/19	B 5.00/19	Own	6–3 1/8 x4 1/2	189.8	23.4	....	L						FP	No	Str	V	N-E	N-E	4
5	Ford.....A	345	103	....	....	....	B 4.75/19	B 4.50/20	Own A	4–3 1/8 x4 1/4	200.5	24.0	40–2200	L	G	A	1 1/8	7	3	PG	No	Zen	G	Own	Own	5
6	Gen. Mot. T11-1001 (x)	625	109	....	3800	1980	B 5.00/19	B 5.50/19	Pontiac	6–3 1/8 x3 1/8	200.3	26.3	58–3000	L	C	B	2 1/8 r	5 1/8	3	PC	No	Mar	M	D-R	D-R	6
7	Reo.....Jr. 15	785	115	....	....	....	B 6.00/18	B 6.00/18	Con 19E	6–3 1/4	214.7	27.3	60–2800	L	C	A	....	....	....	PC	No	Sch	P	D-R	D-R	7
8	Rugby.....614	....	....	....	4000	2150	B 5.00/19	B 5.00/19	Con 22-A	6–3 1/4	199.0	25.3	58–3100	L	C	C	2 3/8	6 1/8	4	PC	No	Str	M	A-L	A-L	8
9	Whippet.....96A	360	103	103	3500	1665	B 4.75/19	B 4.75/19	Own 96A	4–3 1/8 x4 1/4	145.7	15.6	40–3200	L	C	C	1 7/8	5 1/8	3	CC	No	Til	V	A-L	A-L	9
10	Willys Six.....98B	525	110	110	3700	1904	B 5.00/19	B 5.00/19	Own 98A	6–3 1/4 x3 1/8	193.0	25.3	65–3400	L	C	C	2 3/8	6 1/8	4	CC	No	Til	V	A-L	A-L	10
	1500 Pounds																									
11	Dodge Brother	695	124	124	4760	2260	B 5.50/20	B 5.50/20	Own	4–3 5/8 x4 1/4	175.4	21.0	45–2800	L	G	S	2 3/8	6 1/8	3	PC	No	Car	V	D-R	D-R	11
12	Dodge Brothers.....	745	124	124	4760	2380	P 30x5	P 30x5	Own	4–3 5/8 x4 1/4	175.4	21.0	45–2800	L	G	S	2 3/8	6 1/8	3	PC	No	Car	V	D-R	D-R	12
13	Dodge Btohers.....	795	124	124	4860	2360	B 5.50/20	B 5.50/20	Own	6–3 3/4 x3 1/8	208.0	27.3	63–3200	L	C	S	2 1/8	10 1/2	7	PC	No	Zen	V	N-E	N-E	13
14	Dodge Brothers.....	845	124	124	4860	2480	P 30x5	P 30x5	Own	6–3 3/4 x3 1/8	208.0	27.3	63–3200	L	C	S	2 1/8	10 1/2	7	PC	No	Zen	V	N-E	N-E	14
15	Fargo Clipper.....	725	....	....	....	2340	B 5.50/18	B 5.50/18	Own	6–3 1/4 x4 1/4	195.6	23.4	....	L						FP	No	Str	V	D-R	D-R	15
16	Fisher Standard Jr. B	....	120	....	6000	2650	B 5.50/20	P 30x5	Con W10	4–3 7/8 x4 1/4	200.5	24.0	48–2800	L	C	A	2 1/4	5 1/8	3	FP	No	Zen	V	A-L	A-L	16
17	Fisher Standard Jr. B	....	125	....	6000	2650	B 5.50/20	P 30x5	Con 17E	6–3 5/8 x4	214.7	27.3	60–2800	L	C	A	2 1/8	9 1/2	7	FP	No	Zen	V	A-L	A-L	17
18	Gen.Mot. T15-1501 (x)	695	130	141	5400	2625	B 5.50/20	Pontiac	Pontiac	6–3 1/8 x3 1/8	200.3	26.3	58–3000	L	C	B	2 1/8 r	5 1/8	3	PC	No	Mar	M	D-R	D-R	18
19	Internat'l ...Spec. Del	....	124	124	.....	2200	B 5.25/20	B 5.25/20	Wau XA	4–3 1/8 x4 1/2	173.0	19.6	30–2700	L	G	C	2	6 1/8	3	PC	No	Zen	V	D-R	D-R	19
20	International....AW-1	....	136	136	.....	2620	B 5.25/20	B 5.25/20	Wau XA	4–3 1/8 x4 1/2	173	19.6	30–2700	L	G	C	2	6 1/8	3	PC	No	Zen	V	D-R	D-R	20
21	Paige.....	860	115	....	4930	2465	B 5.50/19	B 5.50/19	Own	6–3 1/4 x4 1/2	224	25.3	76–3400	L	C	A	2 1/8	10 1/8	7	FP	No	....	M	D-R	D-R	21
22	Relay.....15AA	1370	131	....	....	3750	P 30x5	P 30x5	Con 17E	6–3 5/8 x4	214.7	27.3	52–2200	L	C	....	2 1/2	9 1/2	7	PC	No	Str	V	A-L	A-L	22
23	Studebaker.....GN-P	845	115	....	.....	2325	B 6.00/19	B 6.00/19	Own	6–3 3/4 x4 1/2	221.4	27.3	68–3200	L	C	....	2 1/2	8 1/2	4	PC	No	Str	M	D-R	D-R	23
	1 Ton																									
24	Acme.....17	1060	136	....	6400	3100	P 30x5	P 30x5	Con 29L	6–2 7/8 x4 3/4	185.0	19.8	44–2800	L	C	S	2 3/8	5 1/8	4	FP	No	Til	V	A-L	A-L	24
25	Atterbury.....A-6	1095	132	145	6915	3530	P 30x5	P 30x5	Lyc WRC	6–2 7/8 x4 3/4	185.0	18.2	60–3000	L	G	S	2 3/8	7	4	PC	No	Zen	G	A-L	A-L	25
26	Available.....T-10	....	Op	....	9000	4000	P 30x5	P 30x5	Con 18E	6–3 5/8 x4	215	27.3	61–2900	L	C	A	2 1/8	9 1/2	7	PC	No	Sch	M	D-R	D-R	26
27	Brockway.....60	....	132	141	6000	3200	P 30x5	P 30x5	Con	6–3 5/8 x4	214.7	27.3	61–3000	L	C	A	2 3/8	6 3/8	4	CC	No	Zen	M	A-L	A-L	27
28	Brockway.....65	....	137	149	6500	3400	P 30x5	P 30x5	Con	6–3 5/8 x4 5/8	248.2	27.3	65–2700	L	C	C	2 3/8	10 1/8	7	CC	No	Zen	V	A-L	A-L	28
29	Commerce.....S-11	1600	142	....	.....	3900	P 30x5	P 30x5	Bud HS6	6–3 5/8 x4 1/2	241.6	27.3	52–2200	L	G	C	2 3/8	8	4	PC	No	Zen	V	A-L	A-L	29
30	Day Elder.....60	1195	135	156	6000	3200	B 6.00/20	B 6.50/20	Con 25A	6–3 5/8 x4	214.7	27.3	61–3000	L	C	A	2 3/8	6 3/8	4	FP	No	Zen	M	D-R	D-R	30
31	Diamond T.....200	785	128	128	6500	3050	P 30x5	P 30x5	Bud H199	4–3 1/4 x4 1/2	198.8	22.5	57–3000	L	G	C	3	7 1/4	5	FP	No	Zen	M	A-L	A-L	31
32	Diamond T.....215	885	135	158	6500	3150	P 30x5	P 30x5	Bud J214	6–3 5/8 x4	214.7	27.3	61–3000	L	G	C	2 1/2	10 1/2	7	FP	No	Zen	M	A-L	A-L	32
33	Douglas.....A6	1095	135	145	7500	3075	P 30x5	P 30x5	Bud J214	6–3 5/8 x4	214.7	27.3	61–3000	L	G	C	2 1/2	10 1/2	7	FP	No	Zen	A	A-L	A-L	33
34	Fargo Freighter.....	795	....	....	....	2725	B 6.00/20	B 32x6	Own	6–3 1/2 x4 1/4	189.8	23.4	....	L						FP	No	Str	V	N-E	N-E	34
35	Fisher Standard...10A	....	144	162	7500	3400	P 30x5	P 30x5	Con 17E	6–3 5/8 x4	214.7	27.3	60–2800	L	C	A	2 1/8	9 1/2	7	FP	No	Zen	V	A-L	A-L	35
36	Garford.....S-11	1600	142	162	....	3900	P 30x5	P 30x5	Bud HS6	6–3 5/8 x4 1/2	241.6	27.3	52–2200	L	G	C	2 3/8	8	4	PC	No	Zen	V	A-L	A-L	36
37	Gen. Mot. T17-1703 (x)	745	130	141	6000	2670	B 7.00/20	B 7.00/20	Pontiac	6–3 1/8 x3 1/8	200.3	26.3	58–3000	L	C	B	2 1/8 r	5 1/8	3	PC	No	Mar	M	D-R	D-R	37
38	Gramm.....AX4	795	131	157	7000	2900	B 6.50/20	B 6.50/20	Con W-10	4–3 7/8 x4 1/4	200.4	24.0	49–2800	L	C	A	2 1/8	5 1/8	3	FP	No	Til	M	A-L	A-L	38
39	Gramm.....AX-6	895	131	157	7000	2980	B 6.50/20	B 6.50/20	Con 25A	6–3 5/8 x4	214	27.4	61–3000	L	C	A	2 3/8	6 3/8	4	FP	No	Til	M	A-L	A-L	39
40	Gramm-Bernstein...10	....	129	146	7000	3100	B 6.00/20	DB6.20/20	Lyc CT	4–3 3/4 x5	220.9	22.5	43–2350	L	G	C	2 1/8	9 1/2	..	FP	No	Zen	G	A-L	A-L	40
41	Hahn.....7H	....	124	....	6500	3100	P 30x5	P 30x5	Con 29L	6–2 7/8 x4 3/4	185.0	19.8	45–2800	L	G	C	2 1/8	....	4	FP	No	Zen	V	A-L	A-L	41
42	Indiana.....60	....	132	141	6000	3200	P 30x5	P 30x5	Con	6–3 5/8 x4	214.7	27.3	61–3000	L	C	A	2 3/8	6 3/8	4	CC	No	Zen	M	A-L	A-L	42
43	Indiana.....64	....	137	149	6500	3400	P 30x5	P 30x5	Con	6–3 5/8 x4 5/8	248.2	27.3	65–2700	L	C	C	2 3/8	10 1/8	7	CC	No	Str	V	A-L	A-L	43
44	Int. 6 Sp. Spec.....	....	124	1 4	.....	2513	P 30x5	P 30x5	Wau XA	4–3 1/2 x4 1/2	173.0	19.6	30–2700	L	G	C	2	6 7/8	3	PC	No	Zen	V	D-R	D-R	44
45	Kenworth.....70	1375	140	152	7000	3450	P 30x5	P 30x5	Con 18E	6–3 5/8 x4	214.7	27.3	61–3000	L	C	A	2 1/8	8 1/8	4	PC	No	Zen	V	D-R	D-R	45
46	Kleiber.....51	1200	140	....	6000	....	P 30x5	P 30x5	Con 18E	6–3 5/8 x4	214.7	27.3	58–2600	L	C	S	2 1/8	....	7	CC	No	Str	V	D-R	D-R	46
47	LaFrance-Republic A-1	795	132	....	6000	3350	B 5.50 20	P 32x6	Lyc WTG	6–3 1/4 x4	201.5	21.5	60–2500	L	G	C	2 3/8	7	4	PC	No	Zen	V	A-L	A-L	47
48	LaFra.-Republic AA-1	810	144	....	6000	3350	B 5.50/20	P 32x6	Lyc WTG	6–3 1/4 x4	201.5	21.5	60–2500	L	G	C	2 3/8	7	4	PC	No	Zen	V	A-L	A-L	48
49	LeMoon.....HB10	1500	140	152	6700	3300	P 32x6	P 32x6	Con 16C	6–3 5/8 x4 5/8	248.0	27.3	65–2800	L	C	C	2 3/8	....	7	PC	No	Str	G	D-R	D-R	49
50	Mack.....BL	2500	148	148	....	....	B6.00/20	DB6.00/20	Own BL	6–3 1/4 x5	248.9	25.4	63–2800	L	G	C	2 3/8	10 1/8	7	FP	Ha	Str	V	N-E	N-E	50
51	Relay.....15AB	1400	131	....	3800	....	P 30x5	P 30x5	Con 17E	6–3 5/8 x4	214.7	27.3	52–2200	L	G	....	2 1/2	....	4	PC	No	Str	V	A-L	A-L	51
52	Relay.....811	1700	142	162	.....	4050	P 30x5	P30x5	Bud HS6	6–3 5/8 x4 1/2	241.6	27.3	52–2200	L	G	C	2 3/8	....	4	PC	No	Zen	V	A-L	A-L	52
53	Reo..... DF Tonner	1095	129	135	....	3185	B 6.00/20	P 32x6	Own	6–3 5/8 x5	268.3	27.3	80–3200	L	G	A	2 1/8	8	7	PC	No	Sch	M	D-R	D-R	53
54	Selden.....7	....	124	124	.....	3100	P 30x5	P 30x5	Con 29L	6–2 7/8 x4 3/4	185.0	19.8	45–2800	L	C	S	2 1/8	12 1/8	4	FP	No	Zen	G	D-R	A-L	54
55	Service.....811	1600	142	162	.....	3900	P 30x5	P 30x5	Bud HS6	6–3 5/8 x4 1/2	241.6	27.3	52–2200	L	G	C	2 3/8	8	4	PC	No	Zen	V	A-L	A-L	55
56	Stewart.....30	695	130	140	.....	2905	B 6.50/20	B 6.50/20	Lyc AFE	4–3 3/4 x4 1/2	199.0	22.5	50–2600	L	G	C	2 3/8	7 1/4	3	PC	....	Str	V	D-R	D-R	56
57	Stewart.....30X	795	130	140	6305	2965	B 6.50/20	B 6.50/20	Lyc WSG	6–2 7/8 x4 3/4	185.0	19.8	55–2600	L	G	C	2 3/8	7	4	PC	....	Str	V	D-R	D-R	57
58	Studebaker.....30	1045	130	....	6065	2830	B 6.00/20	P 30x5	Own	6–3 5/8 x4 1/2	221.0	27.3	68–3200	L	C	C	2 1/8	8 1/8	4	PC	No	Str	M	D-R	D-R	58
59	White.....15 B	1545	133	150	7500	3402	P 30x5	P 30x5	Own GKA	4–3 3/4 x5 1/2	226.4	22.5	31–1600	L	G	S	2 1/4	9	2	PG	No	Zen	V	L-N	L-N	59
60	White.....60	1850	138	157	8000	3739	P 30x5	P 30x5	Own 2A	6–3 1/2 x4 1/2	260.0	29.4	54–2100	L	C	S	2 1/2	9 1/2	7	FP	No	Zen	V	D-R	D-R	60
	1¼ Ton																									
61	Brockway.....Junior	....	130	130	6800	3100	P 30x5	P 30x5	Wis	4–3 3/4 x5	221.0	22.5	38–2000	L	G	C	2	8	3	CC	No	Zen	V	A-L	A-L	61
62	Brockway.....75	....	137	149	7500	3450	P 32x6	P 32x6	Con	6–3 5/8 x4 5/8	248.2	27.3	65–2700	L	C	C	2 3/8	10 1/8	7	CC	No	Zen	V	A-L	A-L	62
63	Clinton.....20B	1995	150	opt	7750	3750	P 30x5	P 30x5	Bud WTU	4–3 1/4 x5 1/8	226.4	22.5	36–1800	L	G	C	2 3/8	7 1/8	3	PC	No	Zen	V	Spl	D-R	63
64	Fageol.....106	1500	161	173	8000	3975	B 7.00/20	B 7.00/20	Wau TS	6–3 1/2 x4 3/4	219.0	23.4	60–2700	L	G	A	2 3/8	7 3/4	4	PC	....	Zen	M	D-R	D-R	64
65	Indiana.....11X	....	120	120	8000	3350	P 30x5	P 30x5	Her	4–4x5	251.3	25.6	46–2000	L	G	C	2	9 1/8	3	CC	No	Str	G	A-L	A-L	65
66	Indiana.....11	....	129	165	8000	3500	P 30x5	P 30x5	Her	4–4x5	251.3	25.6	46–2000	L	G	C	2	9 1/8	3	CC	No	Str	G	A-L	A-L	66
67	Indiana.....74	....	137	149	7500	3450	P 32x6	P 32x6	Con	6–3 1/2 x4 5/8	248.2	27.3	65–2700	L	C	C	2 3/8	10 1/8	7	CC	No	Str	V	A-L	A-L	67
68	International....S-24	....	130	....	.....	3222	P 30x5	P 30x5	Lyc CT	4–3 3/4 x5	220.9	22.5	43–2350	L	G	C	2 1/8	9 1/2	5	PC	No	Zen	V	D-R	D-R	68
69	International....S-26	....	130	....	.....	3250	P 30x5	P 30x5	Lyc 4SL	6–3 1/4 x4 1/2	224.0	25.3	61–2800	L	G	C	2 3/8	8 1/8	4	PC	No	Zen	V	D-R	D-R	69
70	Kenworth.....85	1550	140	152	8500	3700	P 30x5	DP30x5	Con 18E	6–3 5/8 x4	214.7	27.3	61–3000	L	C	A	2 1/8	8 1/8	7	PC	No	Zen	V	D-R	D-R	70
71	LaFra.-Republic...C-1	....	144	165	7500	3300	B 6.00/20	P 32x6	Lyc 4SL	6–3 1/4 x4 1/2	224.0	25.3	61–2750	L	G	C	2 3/8	8 1/8	4	PC	No	Zen	V	A-L	A-L	71
72	Moreland.....Ace	1550	136	...	6800	3000	B 7.00/20	B 7.00/20	Con 18E	6–3 5/8 x4	214.7	27.3	61–3000	L	C	S	2 1/8	9 3/8	7	PC	No	Zen	V	A-L	A-L	72
73	Studebaker.....40	1245	146	....	7265	3105	P 30x5	P 32x6	Own	6–3 1/2 x4 1/2	221.0	27.3	71–3200	L	C	C	2 1/8	8 1/8	4	PC	No	Str	M	D-R	D-R	73
74	White.....57.	2725	146	157	.....	3935	P 32x6	P 32x6	Own GRC	4–4x5 1/4	289.0	25.6	45–1600	L	G	S	2 1/4	11 1/4	3	FP	On	Zen	V	L-N	L-N	74
	1½ Ton																									
75	Atterbury.....K	1595	145	160	8425	3825	P 30x5	DP30x5	Lyc 4SL	6–3 1/4 x4 1/2	224.0	25.3	61–2750	L	G	S	2 3/8	7 1/8	4	PC	No	Zen	G	A-L	A-L	75
76	Autocar.....A	3200	150	192	12000	5060	P 34x7	P 34x7	Own	6–4x4 3/4	358.0	38.4	82–2400	L	G	C	3	13 1/4	7	FP	Ha	Str	V	D-R	D-R	76
77	Available.....T-13	....	Op	Op	9000	4200	P 32x6	P 32x6	Con 16C	6–3 5/8 x4 5/8	248	27.3	66–2600	L	C	C	2 3/8	10 1/8	7	PC	No	Str	M	D-R	D-R	77
78	Brockway.....E-45	....	147	161	8000	3640	P 32x6	P 32x6	Wis	4–4x5	251.3	25.6	50–2100	H	G	C	2	8	3	CC	No	Zen	V	L-N	L-N	78
79	Brockway.....90	....	149	168	9000	3650	P 32x6	P 32x6	Con	6–3 5/8 x4 5/8	248.2	27.3	65–2700	L	C	C	2 3/8	10 1/8	7	CC	No	Zen	V	A-L	A-L	79
80	Chevrolet.....Utility	560	131	....	.....	2375	P 30x5	DP 30x5	Own	6–3 1/4 x3 1/4	194	26.3	50–2600	H	G	C	2 1/8 r	5 1/8	3	PG	No	Car	P	D-R	D-R	80
81	Chicago...1-17-A1½-2	....	140	200	....	4438	B 7.00/20	DB7.00/20	Wau 6TL	6–3 5/8 x4 3/4	255.0	27.3	68–2500	L	G	A	2 3/8	5 7/8	3	FP	Wa	Zen	M	A-L	A-L	81
82	Clinton.....32	2195	150	Op	8500	3950	P 32x6	P 32x6	Bud WTU	4–3 3/4 x5 1/8	226.4	22.5	36–1800	L	G	C	2 1/8	7 1/8	3	PC	No	Zen	V	Spl	D-R	82
83	Commerce.....40	2990	168	....	.....	4700	P 34x5	DP34x5	Bud DS6	6–3 5/8 x5	309.6	31.5	56–2000	L	G	C	2 1/2	7 1/8	4	PC	No	Zen	V	A-L	A-L	83
84	Commerce.....S 11	1900	162	....	.....	4300	P 30x5	DP30x5	Bud HS 6	6–3 5/8 x4 1/2	241.6	27.3	52–2200	L	G	C	2 3/8	8	4	PC	No	Zen	V	A-L	A-L	84
85	Corbitt.....T86	....	150	170	8500	3410	P 32x6	P 32x6	Con 18E	6–3 5/8 x4	214.7	27.3	61–3000	L	C	A	2 1/8	8 1/2	7	FP	No	Zen	V	D-R	D-R	85
86	Day Elder.....85	1645	135	168	8500	3750	B 6.00/20	DB6.50/20	Con 16-C	6–3 5/8 x4 5/8	248.3	27.3	65–2700	L	C	C	2 3/8	10 1/8	7	FP	No	Zen	M	D-R	D-R	86
87	Diamond T.....290	1475	156	168	10000	4160	P 30x5	DP30x5	Her WXA2	6–3 1/2 x4 1/2	268.0	29.4	58–2400	L	G	C	2 3/8	13 1/4	7	PC	No	Zen	V	A-L	A-L	87
88	Dodge Bros.....UR-30	595	136	136	8000	2665	B 6.00/20	P 32x6	Own	4–3 1/8 x4 1/4	196.0	21.0	48–2800	L	G	A	2 1/8	6 1/8	3	FP	No	Car	M	D-R	D-R	88
89	Dodge Bros.....F-30	695	136	136	8100	2765	B 6.00/20	P 32x6	Own	6–3 1/8 x4 1/4	189.8	23.4	61–3400	L	G	A	2 1/8	6 1/8	4	FP	No	Car	M	D-R	D-R	89
90	Dodge Bros.....F-35	1425	140	140	10175	3780	B 6.00/20	DB6.00/20	Own	6–3 3/8 x3 7/8	208.0	27.3	63–3200	L	G	A	2 1/8	10 1/2	7	FP	Ha	Zen	M	D-R	D-R	90
91	Dodge Bros.....F-36	1485	165	165	10575	3972	B 6.00/20	DB6.00/20	Own	6–3 3/8 x3 7/8	208.0	27.3	63–3200	L	G	A	2 1/8	10 1/2	7	FP	Ha	Zen	M	D-R	D,R	91
92	Douglas.....BGC4	1900	109	109	9000	3900	P 30x5	DP30x5	Bud WTU	4–3 3/4 x5 1/8	226.4	22.5	36–1800	L	G	C	2 1/8	7 1/8	3	PC	Bu	Zen	V	R.Bo	1	92
93	Douglas.....B4	2075	150	Op,	9000	3950	P 30x5	P 32x6	Bud WTU	4–3 3/4 x5 1/8	226.4	22.5	36–1800	L	G	C	2 1/8	7 1/8	3	PC	Bu	Zen	E	L-N	L-N	93
94	Douglas.....B6	2175	150	Op	10500	4100	P 30x5	P 32x6	Bud HS6	6–3 5/8 x4 1/2	241.6	27.3	57–2500	L	G	C	2 3/8	8	4	PC	Bu	Zen	E	L-N	L-N	94
95	Duplex.....GF	2800	142	...	8300	4700	P 32x6	P 34x7	Bud WTU	4–3 3/4 x5 1/8	226.4	22.5	37–1800	L	G	C	2 1/8	8	3	PS	No	Zen	V	A-L	A-L	95
96	Duplex.....GS	2950	142	...	8500	4800	P 32x6	P 34x7	Bud HS6	6–3 5/8 x4 1/2	241.6	27.3	57–2500	L	G	C	2 1/8	8 1/8	4	FP	No	Zen	V	A-L	A-L	96
97	Federal.....D	830	131	151	7500	3185	B 6.00/20	P 32x6	Con W10	4–3 7/8 x4 1/4	200.5	24.0	48–2500	L	C	A	2 1/8	5 1/8	3	PC	Mo	Zen	M	A-L	A-L	97
98	Federal.....E6	1090	132	156	7500	3260	B 6.00/20	P 32x6	Con 17E	6–3 5/8 x4	215.0	27.3	60–2600	L	C	A	2 1/8	9 1/2	7	PC	D-R	Zen	V	A-L	A-L	98
99	Federal.....F7	1525	132	152	8500	3765	P 30x5	DP30x5	Con 16C	6–3 5/8 x4 5/8	248.0	27.3	64–2500	L	C	C	2 3/8	10 1/8	7	PC	KP	Zen	M	D-R	D-R	99
100	Fisher-Standard...15A	....	144	162	8000	3450	P 30x5	P 32x6	Con 17E	6–3 5/8 x4	214.7	27.3	60–2800	L	C	A	2 1/8	9 1/2	7	FP	No	Zen	V	A-L	A-L	100
101	Fisher-Standard...16A	....	156	186	10000	4200	P 30x5	DP30x5	Con 16C	6–3 5/8 x4 5/8	248.2	27.3	65–2700	L	C	C	2 3/8	10 1/8	7	FP	No	Zen	V	A-L	A-L	101
102	Fisher-Standard ..17A	....	156	186	10000	4300	P 30x5	DP30x5	Con S4	4–4 1/4 x4 1/2	255.3	28.9	50–2200	L	G	C	2 1/4	8 3/8	3	FP	No	Zen	V	A-L	A-L	102
103	F.W.D.....H 4	3325	120	160	9300	5300	P 34x7	P34x7	Wis SU	4–4x5	251.0	25.6	50–2000	H	G	C	2 1/8 r	8	3	PC	....	Zen	V	A-L	A-L	103
104	Ford.....AA	510	131	157	7800	2723	B6.00/20	P32x6	Own	4–3 7/8 x4 1/4	200.5	24.0	40–2200	L	G	A	1 1/8	7	3	PG	No	Zen	G	Own	Own	104
105	Ford.....AA	535	157	...	7800	2811	B6.00/20	P 32x6	Own	4–3 7/8 x4 1/4	200.5	24.0	40–2200	L	G	A	1 1/8	7	3	PG	No	Zen	G	Own	Own	105
106	Garford.....40	2990	168	....	.....	4700	P 34x5	DP34x5	Bud DS6	6–3 5/8 x5	309.6	31.5	56–2000	L	G	C	2 1/2	7 1/8	4	PC	No	Zen	V	A-L	A-L	106
107	Garford.....S 11	1900	162	....	.....	4300	P 30x5	DP30x5	Bud HS 6	6–3 3/4 x4 1/2	241.6	27.3	52–2200	L	G	C	2 3/8	8	4	PC	No	Zen	V	A-L	A-L	107
108	Gen.Mot. T19-2212 (x)	965	130	152	7300	2895	B 5.50/20	DB5.50/20	Pontiac	6–3 1/8 x3 1/8	200.3	26.3	58–3000	L	C	B	2 1/8 r	5 1/8	3	PC	No	Mar	M	D-R	D-R	108

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																							1000 Pounds			
1	Har	P.Own	Own Int.	U	3	....	Own	Own Int.	S½	..	3.82	12.7	Own Int.	O4IM	....	....	Own	....		....	26½	....	....	....	....	1
2	Fed	P.B&B	Own	U	3	No	Own 2	Own	S½	H	4.66	....	....	L4IH	114	TX	War	5x1¾x⅞	C	53¼	26½	42½	35¼x1½	53½x1¾	N	2
3	Fed	P.B&B	Own	U	3	No	U-P 2	Own	S½	H	4.66	....	....	L4IH	114	TX	War	5x1¾x⅞	C	53¼	26½	42½	35½x1¾	53½x1¾	N	3
4	Own	D.Own	Own	U	3	....	Own	Own	S½	..	4.7	14.3	Own	....	....	....	War	....		....	....	....	....	....	....	4
5	Own	D.Own	Own	U	3	No	Own	Own	S½	U	3.7	....	Own	O4IM	....	2I	Own	....		....	....	....	30½x	39½x		5
6	Lon	F.Own	Pontiac	U	3	....	M.M.	Pontiac	S½	H	4.42	14.7	Pontiac	S4IM	200	4I	Jac	5x1¾x⅞	C	....	....	44	36x2	54x2	N	6
7	Har	P.B&B	W-G	U	3	....	Spi	Sal	S½	..	4.7	14.7	Sal	L4IH	141	TX	Ros	6x2x⅞	C	....	....	....	37x2	55x2	N	7
8	McC	P.B&B	War	U	3	No	Spi	Adams	S½	H	4.7	15.6	Adams	B4IM	178	4I	War	5½x2x⅞	C	52¼	26	....	36x1¼	55x2	N	8
9	Fed	P.B&B	Own	U	3	No	M.M.2	Own	S½	H	4.55	14.7	Own	B4IM	139	4I	Own	4¼x1¾x⅞	C	....	....	....	35¼x1¼	49¼x1¾	N	9
10	Fed	P.B&B	Own	U	3	No	M.M.2	Own	S½	H	4.6	13.4	Own	B4IM	147	4I	Own	5¼x1¾x⅞	C	....	....	....	36x1¾	49¾x1¾	N	10
																							1500 Pounds			
11	Fed	P.B&B	W-G	U	3	No	Spi	Own	S¼	H	5.63	212	Own	L4IH	189	TX	Han	6x2¾x⅞	C	66⅛	31	37⅛	39x2	48x2½	N	11
12	Fed	P.B&B	W-G	U	3	No	Spi	Own	S½	H	5.63	21.2	Own	L4IH	189	TX	Han	6x2¾x⅞	C	66⅛	31	37⅛	39x2	48x2½	N	12
13	Fed	P.B&B	W-G	U	3	No	Spi	Own	S½	H	5.11	19.2	Own	L4IH	189	TX	Han	6x2¾x⅞	C	66⅛	31	37⅛	39x2	48x2½	N	13
14	Fed	P.B&B	W-G	U	3	No	Spi	Own	S½	H	5.11	19.2	Own	L4IH	189	TX	Han	6x2¾x⅞	C	66⅛	31	37⅛	39x2	48x2½	N	14
15	Own	D.Own	Own	U	3	....	Own	Own	S½	..	4.9	15.5	Own	....	....	....	....	....		....	....	....	....	....	....	15
16	Lon	P.Lon	W-G T-9	U	4	No	Blo 2	Sal F	S½	H	5.37	34.4	Sal F	L4IH	362	TX	Ros	6⅛x2¼x⅞	C	84	47½	32	40x2	54x2½	N	16
17	Lon	P.B-L	B-L 214	U	4	No	Blo 2	Sal F	S½	H	5.37	34.4	Sal F	L4IH	362	TX	Ros	6⅛x2¼x⅜	C	84	47½	32	40x2	54x2½	N	17
18	Lon	P.Own	Own	U	3	No	M.M.	Tim 51500	S½	H	4.86	16.1	Tim 11709	B4IM	308	4I	Jac	6x2¼x⅞	C	87	48	34	38x2	50¼x2½	N	18
19	Lon	Roc	M.M.	U	3	No	M.M.4	Eat 502	S½	H	4.45	15.1	Eat 200F	BE4IM	256	2I	Ros	4½x1¾x⅞	C	86⅝	50¾	32	40x2	53x2	¼	19
20	Mod	Roc	MM-O	U	3	No	M.M.4	Own 600	S½	H	4.45	17.4	Own 100	B4IM	212	2I	Ros	4¼x1¾x⅞	C	93⅝	53⅝	32	40x2	52x2	¼	20
21	Lon	P.Lon	W-G T-71	A	3	No	U-P 2	Sal M	..	..	4.9	17.4	Sal	4IH	187	T	Ros	5½x					36x2	54x2	N	21
22	Lon	P.B&B	W-G T-9	U	4	....	Blo	Own	2R	..	6.00	38.4	Col 5540	L4IH	297	FX	Han	6x2½x⅞	C	....	....	....	36x2¼	48x2½	..	22
23	Lon	P.Lon	W-G	U	3	....	Spi	Own	S½	H	4.7	15.1	Own	B4IM	227	....	Ros	5½x2x⅞	C	....	....	....	36x2	54x2	..	23
																							1 Ton			
24	Per	P.B&B	Ful	U	4	No	Blo 3	Tim 52200H	BF	H	5.83	35.9	Tim 11703	L4IH	380	TX	Ros	4⅛x3½x⅞	C	108	58	33	37x2	50x2½	N	24
25	Fed	D.B-L	B-L	U	4	No	Spi	Tim 52000 H	SF	H	6.83	43.5	Tim 11703 H	L4IH	136	TX	Gem	5¼x2½x¼	C	98½	55	34	38x2¼	50x2½	¼	25
26	You	D.B-L	B-L 214	U	4	No	Blo	Tim 52200H	SF	H	5.83	37.4	Shu 5429	L4IH	....	TX	Ros	6x2¼x⅞	C	Opt	Opt	31¾	38x2¼	48x2½	¼	26
27	G&O	P.B&B	War	U	3	No	Spi 2	Col	S½	H	5.59	19.8	Col	B4IM	297	TX	Ros	5½x2½x⅞	C	90	52½	34	37x2¼	52x2½	N	27
28	G&O	P.B&B	B-L	U	3	No	Spi 2	Col	S½	H	5.12	21.3	Col	C4IM	244	TX	Ros	5¼x2½x⅞	C	95	55	34	37x2¼	52x2½	N	28
29	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF	..	5.1	25.5	Col 5530	L4IH	297	FX	Han	6x2¼x⅞	C	103½	63	34	36x2¼	48x2½	N	29
30	G&O	P.B&B	W-G T9	U	4	No	Spi	Tim	B¾	H	5.6	36.3	Tim	B4IM	241	4I	Ros	5¼x3¾x⅞	C	106½	58½	34	40x2¼	54x2½	½	30
31	G&O	P.B&B	W-G	U	4	No	Spi 2	Cla B370	SF	H	Opt	Opt	Cla F208	L4IH	244	TX	Ros	6x2½x⅞	C	93	53	34	42x2	50x2½	½	31
32	G&O	P.B&B	W-G	U	4	No	Spi 2	Cla B370	SF	H	Opt.	Opt	Cla F208	L4IH	244	TX	Ros	6x2½x⅞	C	93	53	34	42x2	50x2½	½	32
33	Mod	P.B&B	W-G T9	U	4	No	M.M.	Cla B370	SF	H	5.6	36.3	Cla F208	L4IH	377	FX	Ros	5¾x3¾x⅞	C	96	58	34	39¼x2	49x2½	½	33
34	Own	....	Own	U	4	....	U-P	Cla	S½	..	5.67	37.2	Own	L4IH	....	....	....	....		....	....	....	....	....	....	34
35	Lon	P.B-L	B-L 214	U	4	No	Blo 3	Tim 52200H	SF	H	5.83	37.4	Tim 11703H	L4IH	380	TX	Ros	6x2¼x¼	C	106	68½	32	40x2	54x2½	N	35
36	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF	..	5.1	25.5	Col 5530	L4IH	297	FX	Han	6x2½x⅞	C	103½	63	34	36x2¼	48x2½	N	36
37	Lon	P.Own	Own	U	3	No	M.M.	Tim 51505	S½	H	4.83	16.0	Tim 11709	B4IM	308	4I	Jac	6x2¼x⅞	C	87	48	34	38x2	50¼x2½	N	37
38	Per	D.Jon	W-GTA	U	4	No	Blo	Tim	S¾	H	....	....	Tim	L4IH	....	FD	Ros	6x2¾x⅛	C	....	....	....	....	....	....	38
39	Per	D.Jon	W-G T9	U	4	No	Blo	Tim	S¾	H	....	....	Tim	L4IH	....	FD	Ros	6x2¾x⅛	C	....	....	....	....	....	....	39
40	Own	D.Ful	Ful DU-10	U	3	No	Blo	Tim 52200H	BF	H	4.86	20.8	Tim 11703H	L4IH	230	TX	Ros	5½x2½x¼	C	97	57⅜	30½	38x2	50x2¼	N	40
41	G&O	P.B&B	W-G	U	3	No	Blo	Tim 52000 H	BF	H	R	....	Tim 11703 H	L4IH	....	TX	Ros	5x2¼x⅞	C	86	....	34	41x2¼	50x2¼	N	41
42	G&O	P.B&B	War	U	3	No	Spi 2	Col	S½	H	5.59	19.8	Col	B4IM	297	TX	Ros	5½x2½x⅞	C	90	52½	34	37x2¼	52x2½	N	42
43	Lon	P.B&B	B-L	U	3	No	Spi 2	Col	S½	H	5.12	21.3	Col	C4IM	244	TX	Ros	5½x2½x⅞	C	96	56	34	37x2¼	52x2½	N	43
44	Lon	Roc	M.M.	U	3	No	M.M.4	Eat 1124	S½	H	5.29	72.4	Eat 430F	BE4IM	292	2I	Ros	6x2x⅞	C	86½	50½	32	40x2	46x2½	¼	44
45	Per	P.B-L	B-L 214	U	4	No	Spi	Cla B370	SF	H	5.4	34.2	Cla F208	L4IH	220	TX	Ros	5½x3¼x⅞	C	96	58	34½	40x2¼	52x3	½	45
46	Fed	D.B-L	B-L 20	U	4	No	....	Tim 51000H	BF	..	4.8	5.9	Tim 11710H	L4IH	....	....	Ros	5½x3¼x¼	C	101	....	....	38x2¼	52x2½	....	46
47	G&O	P.B&B	Ful Wo-BB	U	4	No	S-P 3	Tim 51000 H	SF	H	5.86	36.1	Tim 11710- H	L4IH	....	TX	Han	5½x2x⅞	C	98	56	32	38x2	52½x2½	N	47
48	G&O	P.B&B	Ful Wo-BB	U	4	No	S-P 3	Tim 51000H	SF	H	5.86	36.1	Tim 11710H	L4IH	....	TX	Han	5½x2x⅞	C	98	56	32	38x2	52½x2½	N	48
49	Chi	D.B-L	B-L 214	U	4	No	Spi 2	Tim 52200H	BF	..	6.85	31.1	Tim 11703H	L4IH	136	TX	Ros	6x3x⅞	C	96	58	34	37½x2½	49¼x2½	N	49
50	Own	D.Own	Own BL	U	4	No	Spi 4	Tim 5200	SF	H	4.86	24.0	Own BL	L4IH	302	FX	Gem	7x3x⅞	C	109	64⅞	33½	40½x2½	52¾x2½	N	50
51	Lon	P.B&B	W-G T-9	U	4	....	Blo	Own	2R	..	6.00	38.4	Col 5540	L4IH	297	FX	Han	6x2½x⅞	C	....	106¾	63	34	36x2¼	48x2½	N	51
52	Lon	P.B-L	B-L 20	U	4	No	Blo	Own 20B	2R	..	5.14	25.7	Col 5530	L4IH	297	FX	Han	6x2½x⅞	C	103½	63	34	36x2¼	48x2½	N	52
53	Own	P.	Own	U	3	No	Cle	Own	S½	H	5.2	17.1	Own	L4IH	280	TX	Ros	6⅛x3¼x⅛	C	97⅛	52⅛	40⅛	38x2	50x2½	N	53
54	Own	P.B&B	Ful	U	3	....	....	Tim 52000	SF	..	5.8	34.6	Tim	L4IH	297	FX	Ros	....		97	....	....	....	....	....	54
55	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF	..	5.1	25.5	Col 5530		....	....	Han	6x2½x⅞	C	103½	63	34	36x2¼	48x2½	N	55
56	Fed	P.B&B	Cla	U	4	No	Spi	Sal	SF	H	5.6	35.8	Sal	B4IM	....	TX	Ros	6x2¼x⅞	C	77⅞	40⅞	32	38x2¼	50x2½	N	56
57	Fed	P.B&B	Cla	U	4	No	Spi	Sal	SF	H	5.6	35.8	Sal	B4IM	....	TX	Ros	6x2¼x⅞	C	77⅞	40⅞	32	38x2¼	50x2½	N	57
58	McC	P.Lon	Own	U	3	No	Spi	Own	S½	H	4.64	13.8	Own	B4IM	348	TX	Ros	6⅛x3x⅞	C	73⅝	45⅝	41	38x2	50⅝x2½	N	58
59	Own	P.Own	Own TBC	A	4	No	Spi	Own 15B	S½	R	3.99	18.6	Own 15B	O2IM	226	2I	Own	5½x3⅛x¼	C	97⅞	57⅜	34	41½x2	53¼x2¼	N	59
60	Own	P.Own	Own 3B	U	3	No	M.M2	Own 4C2	S½	H	4.73	17.8	Own 4D	L4IH	138	TX	Han	6x2⅝x⅛	C	112	58¾	34½	39x2¼	50x2½	N	60
																							1¼Ton			
61	G&O	P.B&B	B-L	U	3	No	Spi	Col	S½	H	5.12	21.3	Col	C4IM	....	TX	Ros	4½x2x⅞	C	96	56	34	38x2	46x2½	N	61
62	G&O	P.B&B	B-L	U	4	No	Spi 2	Col	S½	H	5.12	25.6	Col	C4IM	244	TX	Ros	5½x2½x⅞	C	95	55	34	37x2¼	52x2½	N	62
63	Per	D.B-L	B-L 31	U	3	No	Blo	Cla B501	B½	R	6.28	29.5	Shu 5405	C2XM	189	2I	Ros	5½x3x⅞	C	Opt	Opt	34	35½x2¼	51x2½	N	63
64	Per	P. Lon	W-G T9	U	4	....	Spi	Tim 52200H	BF	H	5.83	29.2	Tim 11706H	L4IH	380	TX	Ros	5x3x2½	C	132	84	34	32¾x2½	50x2½	N	64
65	McC	P.B-L	B-L	U	3	No	Spi	Cla	S½	H	5.1	24.5	Shu	K2IM	376	2I	Ros	5½x3x⅞	C	52⅞	44½	34	40¼x2½	38¼x2½	N	65
66	McC	P.B-L	B-L	U	3	No	Spi	Cla	S½	H	5.1	24.5	Shu	K2IM	376	2I	Ros	5½x3¼x⅞	C	99	54⅞	34	40x2¼	54x2½	N	66
67	Lon	P.B&B	B-L	U	4	No	Spi 2	Col	S½	H	5.12	25.6	Col	C4IM	190	TX	Ros	5½x2½x⅞	C	96	56	34	37x2¼	52x2½	¼	67
68	Lon	P.Own	Own	U	3	No	M.M.	Eat 1002	S½	H	5.33	21.3	Eat 430F	B4IM	346	2I	CAS	5½x3¾x⅞	T	94	51½	34	42x2¼	52x2½	¼	68
69	Lon	P.Own	Own	U	3	No	M.M.	Eat 1002	S½	H	5.33	21.3	Eat 430F	B4IM	346	2I	CAS	5½x3¾x⅞	T	94	51½	34	42x2¼	52x2½	¼	69
70	Per	P.B-L	B-L	U	4	No	Spi	Cla B370	SF	H	5.4	34.6	Cla F208	L4IH	220	TX	Ros	5½x3x¼	T	96	58	34½	40x2¼	52x3	½	70
71	G&O	P.B&B	FulWO-BB	U	4	No	Spi	Tim 52200H	SF	R	5.83	35.8	Tim 11710H	L4IH	....	TX	Han	6x2x¼	C	111	62½	32½	38x2	57½x2½	N	71
72	Lon	P.B-L	B-L 20	U	4	No	Pet	Tim 52000 H	SF	R	5.83	29.2	Tim 11703 H	L4IH	....	TI	Ros	5½x1⅛x⅞	C	101⅞	56	..	38 2¼	48x2½	..	72
73	McC	P.Lon	Cla	U	4	No	Spi	Cla	S½	H	5.10	33.5	Own	B4XM	348	TX	Ros	6⅛x3x⅞	C	89⅝	61½	41	38x2	50⅝x2½	N	73
74	Own	P.Own	OwnGRBB	U	4	No	Spi 2	Own 57	S½	H	4.67	19.3	Own 57	O2XM	226	2I	Own	6x2¼x¼	C	105½	62½	34	41¼x2	54¾x2¼	N	74
																							1½Ton			
75	Fed	D.B-L	B-L	U	4	No	Spi	Tim 52000 H	SF	H	6.83	34.1	Tim 117003H	L4IH	136	TX	Ros	5¾x2½x¼	C	120	68	34	38x2¼	50x2½	¼	75
76	Per	P.Lon	B-L 51	U	4	No	Spi	Own SA	SF	H	5.22	27.9	Tim 1473	LO4ID	460	2IM	Ros	6⅞x3x⅞	C	114⅝	63⅝	34	40x2½	54x3	N	76
77	You	D.B-L	B-L 214	U	4	No	Blo	Tim 5220H0	SF	R	5.83	37.4	Shu 5429	L4IH	....	TX	Ros	6x2¼x⅞	C	Opt	Opt	31¾	38x2¼	48x2½	¼	77
78	G&O	D.B-L	B-L	U	3	No	Spi	Col	SF	H	5.12	20.9	Col	C4IM	....	TX	Ros	5½x2½x¼	C	126	72	34	36x2	48.2½	N	78
79	G&O	P.B&B	B-L	U	4	No	Spi 3	Col	SF	H	5.12	20.9	Col	C4IM	292	TX	Ros	5½x2½x¼	C	113	67	34	37x2¼	52x2½	N	79
80	Har	P.Own	Own	U	4	....	Own	Own	S¼	..	4.88	30.0	Own	....	....	....	Own	....		86⅝	51½	....	....	....	....	80
81	Chi	P.B-L	B-L 214	U	4	No	Spi 3	Tim 54000H	BF	H	5.83	37.4	Tim 12703H	L4IH	272	TX	Ros	7x4x¼	T	....	....	33½	41x2½	54x3		81
82	Per	D.B-L	B-L 31	U	3	No	Blo	Cla 501	B½	R	6.28	29.5	Shu 5405	K2XM	189	2I	Ros	5½x3x⅞	T	Opt	Opt	34	35½x2¼	51x2½	N	82
83	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	83
84	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x⅞	P	133½	83	34	36x2¼	48x2½	¼	84
85	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 52200H	BF	H	5.8	29.0	Tim 11703H	L4IH	380	TX	Ros	5½x2½x¼	T	Opt	Opt	34	38x2½	50x2½	½	85
86	Per	P.B&B	W-G T9	U	4	No	Spi 3	Tim 52200H	B¾	H	6.60	42.3	Tim 11703H	B4IM	229	TX	Ros	5½x3¾x⅞	C	105	57	34	40x2¼	54x2½	½	86
87	G&O	D.Cov	Cov	U	4	No	Spi 3	Col 55004	SF	H	6.28	....	Col 5404	L4IH	279	TX	Ros	6½x3x¼	T	122	76¼	34	40x2½	50x2½	½	87
88	Fed	P.B&B	Own	U	4	No	Cle 2	Own	SF	H	5.67	44.9	Own	L4IH	120	TX	War	7x3½x⅞	C	88⅜	52⅜	37⅜	39x2	48x2½	N	88
89	Fed	P.B&B	Own	U	4	No	Cle 2	Own	SF	H	5.67	44.9	Own	L4IH	120	TX	War	7x3½x⅞	C	88⅜	52⅜	37⅜	39x2	48x2½	N	89
90	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	6.38	44.9	Own	L4IH	311	TX	Han	7½x2½x¼	C	119⅛	62¾	34	40x2¼	56x3	N	90
91	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	6.38	44.9	Own	L4IH	311	TX	Han	7½x2½x¼	C	136⅛	87¾	34	40x2½	56x3	N	91
92	Own	D.Ful	Eul SU12	U	3	....	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	6x2x¼	T	59	42	31	34½x2½	48½x2½	½	92
93	Own	D.Ful	FulSU12	U	3	....	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	5x1¾x¼	T	110	72	31	46x2½	52x2½	½	93
94	Own	D.Ful	Ful SU12	U	3	....	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	6x2x¼	T	110	72	31	46x2½	52x2½	½	94
95	Mod	D.B-L	B-L	U	3	No	Cle	Tim 64600	W½	H	6.50	34.8	Shu 5410	T2IM	....	2I	Ros	5x3x¼		....	....	....	39x2½	50x2½	N	95
96	Mod	D.B-L	B-L	U	3	No	Cle	Tim 64600	W½	H	6.50	34.8	Shu 5410	T2IM	....	2I	Ros	5x3x¼		....	....	....	39x2½	50x2½	N	96
97	Lon	P.B&B	W-GT9	U	4	No	Spi 2	Cla B374	SF	H	6.38	40.8	Cla F208	L4IH	377	TX	Gem	6x2¾x¼	C	106	54¼	34	38x2¼	50x2½	N	97
98	Lon	P.B&B	W-G T9	U	4	No	Spi 2	Cla B 370	SF	H	5.40	34.6	Cla F208	L4IH	377	TX	Gem	6x2¾x¼	C	101	51	34	38x2¼	50x2½	N	98
99	Lon	P.B&B	Own	U	4	No	Pet	Tim 52005 H	SF	H	5.83	29.2	Tim 11704 H	L4IH	437	TI	Gem	6x2¾x¼	C	95	51	34	38x2¼	50x2½	N	99
100	Lon	P.B-L	B-L 214	U	4	No	Blo 3	Tim 52200H	SF	H	5.83	37.4	Tim 11703H	L4IH	380	TX	Ros	6x2¾x¼	C	106	68½	32	40x2	54x2½	N	100
101	Lon	P.B-L	B-L 314	U	4	No	Blo 3	Tim 54200H	SF	R	5.83	38.5	Tim 14703H	L4IH	452	TX	Ros	6x2¾x¼	C	130	80½	32	40x2	54x3	N	101
102	Lon	P.B-L	B-L 314	U	4	No	Blo 3	Tim 54200H	SF	R	5.83	38.5	Tim 14703H	L4IH	452	TX	Ros	6x2¾x¼	C	130	80½	32	40x2	54x3	N	102
103	Per	D.Det	Cot A	A	4	....	Blo 4	Own	BF	H	7.86	38.0	Own	O4M	252	2I	Ros	5⅛x2¼x⅛	C	112	81	36	42¼x2½	52¾x2½	½	103
104	Own	P.Lon	Own	U	4	No	Own 2	Own	S¾	U	6.6	42.2	Own	O4IM	358	....	Own	6x2¾x½	C	81½	51¾	38⅛	30⅝x2¼	36x2½	¼	104
105	Own	P.Lon	Own	U	4	No	Own 2	Own	S¾	U	6.6	42.2	Own	O4IM	358	....	Own	6x2¾x½	C	81½	51¾	38⅛	30⅝x2¼	36x2¼	N	105
106	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2½	50x3	..	106
107	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x⅞	P	133½	83	34	36x2¼	48x2½	N	107
108	Lon	P.Own	Mun	U	4	No	Spi	Tim 5261	S½	H	6.2	34.5	Tim 11710	B4IM	377	TX	Jac	6x2¼x⅞	P	87	48	34	38x2	50¼x2½	N	108

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	1½ Ton—Cont'd																									
1	Gen.Mot. T25-2508 (x)	1280	130	152	7900	3385	B 6.00/20	DB6.00/20	Buick	6–3 1/16 x4 1/2	257.5	28.3	76–2500	H	G	C	2 3/16	8 1/16	4	PC	Ha	Mar	M	D-R	D-R	1
2	Gramm BX4	895	131	157	8000	3200	B 6.00/20	DB6.50/20	Con W-10	4–3 7/16 x4 1/4	200.4	24.0	49–2800	L	C	A	2 1/16	5 7/16	3	PC	No	Til	M	A-L	A-L	2
3	Gramm BX-6	995	131	157	8000	3300	B 6.00/20	DB6.00/20	Con 25A	6–3 3/16 x4	214.7	27.3	61–3000	L	C	A	2 3/16	6 3/16	4	PC	No	Til	M	A-L	A-L	3
4	Gramm B	....	140	174	8400	3800	P 30x5	DP30x5	Lyc	6–3 1/4 x4 1/2	224.0	25.3	61–2900	L	G	C	2 3/16	8 1/16	4	PC	No	Zen	V	A-L	A-L	4
5	Gramm-Berstein J	....	146	...	8200	3980	B 6.50/20	DB6.50/20	Bud J-214	6–3 3/16 x4	214.0	27.3	62–3000	L	G	C	2 1/16	8 3/16	7	FP	No	Zen	M	D-R	D-R	5
6	Hahn 17 fi	....	142	...	7900	3750	P 32x6	P 32x6	Con 18E	6–3 3/16 x4	214.7	27.3	66–3000	L	G	A	2 1/16	8 1/16	7	FP	No	Zen	V	A-L	A-L	6
7	Hahn 317H	....	142	...	7900	3900	P 32x6	P 32x6	Con 16C	6–3 3/16 x4 1/16	248.2	27.3	65–2760	L	G	C	2 1/16	10 1/16	7	FP	No	Str	V	D-R	D-R	7
8	Indiana 111	....	129	165	9000	3600	P 30x5	P 32x6	Her	4–4x5	251.3	25.6	46–2000	L	G	C	2	9 1/16	3	CC	No	Str	G	A-L	A-L	8
9	Indiana 89	....	149	168	9000	3650	P 32x6	P 32x6	Con	6–3 3/16 x4 1/16	248.2	27.3	65–2700	L	G	C	2 3/16	10 1/16	7	CC	No	Str	V	A-L	A-L	9
10	International AW-2	....	136	136	.....	2980	B 5.50/20	B 6.00/20	Wau XA	4–3 1/2 x4 1/2	173	19.6	30–2700	L	G	C	2	6 7/16	3	PC	No	Zen	V	D-R	D-R	10
11	International SL-34	....	160	160	.....	3595	P 30x5	P 30x5	Lyc CT	4–3 3/4 x5	221.0	22.5	43–2350	L	G	C	2 1/16	9 1/16	5	PC	No	Zen	V	D-R	D-R	11
12	International SF-34	....	140	160	.....	3520	P 30x5	P 32x6	Lyc CT	4–3 3/4 x5	221.0	22.5	43–2350	L	G	C	2 1/16	9 1/16	5	PC	No	Zen	V	D-R	D-R	12
13	International SL-36	....	160	160	.....	3645	P 30x5	P 30x5	Lyc 4SL	6–3 1/4 x4 1/2	224.0	25.3	61–2800	L	G	C	2 3/16	8 1/16	4	PC	No	Zen	V	D-R	D-R	13
14	International SF-36	....	140	160	.....	3570	P 30x5	P 32x6	Lyc 4SL	6–3 1/4 x4 1/2	224.0	25.3	61–2800	L	G	C	2 3/16	8 1/16	4	PC	No	Zen	V	D-R	D-R	14
15	International AL-3	....	138	164	.....	4300	B 5.50/20	DB6.00/20	Lyc 4SLH	6–3 1/4 x4 1/2	224	25.3	61–2800	L	G	C	2 3/16	8 1/16	4	PC	No	Zen	V	D-R	D-R	15
16	Kenworth 100	1995	164	182	10000	4200	P 30x5	DP30x5	Bud H260	6–3 1/2 x4 1/2	259.9	29.4	75–3000	L	C	C	3	9 15/16	7	PC	No	Zen	M	D-R	D-R	16
17	Kleiber 52	1500	152	158	7500	3000	P 32x6	P 32x6	Con	6–3 3/16 x4	214.7	27.3	61–3000	L	C	C	2 1/16	9 1/16	7	PC	No	Str	G	D-R	D-R	17
18	LaFrance-Republic C-1	....	144	175	7500	3650	B 6.00/20	P 32x6	Lyc 4SL	6–3 1/4 x4 1/16	224.0	25.3	61–2750	L	G	C	2 3/16	8 1/16	4	PC	No	Zen	V	A-L	A-L	18
19	Lange R	2225	140	172	9300	4600	P 32x6	P 32x6	Her WXB	6–3 3/16 x4 1/16	298.0	33.7	67–2400	L	G	C	2 3/16	13 1/16	7	PC	No	Zen	M	A-L	A-L	19
20	Larrabee 25	1945	152	160	9375	4200	B7.00/20	B.7.00/20	Con 16C	6–3 3/16 x4 3/16	248.2	27.3	65–2700	L	C	C	2 3/16	10 1/16	7	FP	No	Zen	G	D-R	D-R	20
21	LeMoon HB17	2000	163	190	10000	3900	P 32x6	DP32x6	Con 16C	6–3 3/16 x5 1/16	248	27.3	65–2800	L	C	C	2 3/16	...	7	PC	No	Str	G	D-R	D-R	21
22	Maccar 36200	....	154	182	10100	4800	P 32x6	DP32x6	Bud HS	6–3 3/16 x4 1/2	241.6	27.3	67–2100	L	G	C	2 3/16	7 1/16	4	PC	Bu	Str	V	D-R	D-R	22
23	Mack BG	3000	138	192	.....	.....	P 32x6	DP32x6	Own BG	6–3 3/16 x5	309.6	31.5	75–2600	L	G	A	2 3/16	10 11/16	7	FP	Ha	Str	V	N-E	N-E	23
24	Relay 40	2990	168	...	.....	5300	P 34x5	DP34x5	Bud DS 6	6–3 3/16 x5	309.6	31.5	56–2000	L	G	C	2 1/16	7 7/16	7	PC	No	Zen	V	A-L	A-L	24
25	Relay S 11	1900	162	...	.....	4500	P 30x5	DP30x5	Bud HS 6	6–3 3/16 x4 1/16	241.6	27.3	52–2200	L	G	C	2 3/16	8	4	PC	No	Zen	V	A-L	A-L	25
26	Reo FA-137	1295	137	...	.....	3525	B 6.50/20	P 32x6	Own	6–3 3/16 x5	268.3	27.3	67–2800	L	C	A	2 7/16	12 7/16	7	PC	No	Sch	V	D-R	D-R	26
27	Reo FE	1395	152	...	.....	3700	B 6.50/20	P 32x6	Own	6–3 3/16 x5	268.3	27.3	67–2800	L	C	A	2 7/16	12 7/16	7	PC	No	Sch	V	D-R	D-R	27
28	Reo FF	1395	156	...	.....	3750	B 6.50/20	P 32x6	Own	6–3 3/16 x5	268.3	27.3	67–2800	L	C	A	2 7/16	12 7/16	7	PC	No	Sch	V	D-R	D-R	28
29	Rugby 6-15	930	135	145	7150	3000	B 5.50/20	DP30x5	Con 22A	6–3 1/4 x4	199.0	25.3	58–3100	L	C	S	2 3/16	6 7/16	4	PC	No	Str	M	A-L	A-L	29
30	Schacht De Luxe 15	....	160	174	8800	4100	B 7.50/20	B 7. 50/20	Con 16C	6–3 3/16 x4 1/16	248.3	27.3	65–2600	L	C	C	2 3/16	10 1/16	7	FP	No	Zen	M	D-R	D-R	30
31	Selden 17	....	142	142	7900	3750	P 32x6	P 32x6	Con 18E	6–3 3/16 x4	214.7	27.3	61–3000	L	G	A	2 1/16	8 1/16	7	PC	No	Str	V	D-R	D-R	31
32	Selden 317	....	142	...	7900	3900	P 32x6	P 32x6	Con 16C	6–3 3/16 x4 1/16	248.2	27.3	65–2760	L	G	C	2 3/16	10 1/16	7	FP	No	Str	V	D-R	D-R	32
33	Service 40	2990	168	...	.....	4700	P 34x5	DP34x5	Bud DS 6	6–3 3/16 x5	309.6	31.5	56–2000	L	G	C	2 1/16	7 7/16	4	PC	No	Zen	V	A-L	A-L	33
34	Service S11	1900	162	...	.....	4300	P 30x5	DP30x5	Bud HS6	6–3 3/16 x4 1/2	241.6	27.3	52–2200	L	G	C	2 3/16	8	4	PC	No	Zen	V	A-L	A-L	34
35	Sterling DB7-64	....	137	150	7000	3355	P 32x6	P 32x6	Con 18E	6–3 3/16 x4	214.7	27.3	57–2500	L	C	A	2 1/16	9 1/16	7	FP	....	Zen	V	....	D-R	35
36	Stewart 40	895	130	160	.....	3215	B 6.50/20	DB6.50/20	Lyc AFE	4–3 3/4 x4 1/2	199.0	22.5	50–2600	L	G	C	2 1/16	7 1/16	3	PC	No	Str	V	D-R	D-R	36
37	Stewart 40X	995	130	160	.....	3250	B 6.50/20	DB6.50/20	Lyc	6–3x4 3/4	201.5	21.6	60–2800	L	G	C	2 1/16	7 1/16	3	PC	No	Str	V	D-R	D-R	37
38	Stewart 34X	1195	145	176	.....	3650	B 6.50/20	DB6.50/20	Lyc 4SL	6–3 1/4 x4 1/16	224.0	25.3	61–2600	L	G	C	2 1/16	9 1/16	4	FP	....	Zen	V	....	D-R	38
39	Studebaker S-20	695	130	160	7535	2985	B 6.00/20	P 32x6	Own	6–3 1/4 x4 1/16	205	25.4	70–3200	L	C	C	2 1/16	9	4	PC	....	Str	M	D-R	D-R	39
40	White 20A	2125	145	168	.....	4572	P 34x5	DP34x5	Own GKA	4–3 3/4 x5 1/16	226.4	22.5	31–1600	L	G	C	....	....	2	PG	No	Zen	V	L-N	L-N	40
41	White 61	2450	148	196	.....	4789	P 30x5	DP30x5	Own 4A	6–3 3/4 x4 1/16	299.0	33.7	61–2100	L	G	S	2 3/16	9 1/16	7	FP	Ha	Zen	V	D-R	D-R	41
42	Wichita 6-21	2600	160	Op	11000	5450	P 32x6	DP32x6	Wau 6XK	6–3 3/4 x4 1/16	298.0	33.7	64–2200	L	G	C	2 3/16	12 1/16	7	CC	Wa	Str	G	D-R	D-R	42
43	Willys-Knight T-103	825	131	131	7000	2848	B 5. 50/20	P 30x5	Own 87	6–2 11/16 x3 1/16	177.9	20.7	55–3000	S	C	S	2 3/16	11 1/16	7	CC	Ha	Til	V	A-L	A-L	43
44	Willys Six C-101	695	131	131	7000	2740	B 5.50/20	P 30x5	Own 98B	6–3 1/4 x3 1/16	193.0	25.3	65–3400	L	C	C	2 3/16	6 11/16	4	CC	No	Til	V	A-L	A-L	44
45	Witt-Will S15B	2100	147	...	10500	4500	P 30x5	DP30x5	Con S4	4–4 1/4 x4 1/16	255.3	28.9	50–2200	L	C	C	2 1/16	8 3/16	3	PC	No	Zen	V	D-R	D-R	45
46	Witt-Will C15B	2200	158	...	10500	5170	P 30x5	DP30x5	Con 16C	6–3 3/16 x4 3/16	248.2	27.3	66–3200	L	C	C	2 3/16	10 1/16	7	FC	No	Zen	M	D-R	D-R	46
	1¾ Ton																									
47	Gramm B	1495	140	174	10000	3900	B 6.50/20	DB6.50/20	Lyc 4SL	6–3 1/4 x4 1/16	224.0	25.3	61–2900	L	G	C	2 3/16	8 1/16	4	PC	No	Zen	V	A-L	A-L	47
48	Stewart 28X	1495	136	176	.....	3958	P30x5	DP30x5	Lyc 4SL	6–3 1/4 x4 1/2	224.0	25.3	61–2600	L	G	C	2 1/8	9 1/16	4	FP	No	Str	V	D-R	D-R	48
	2 Ton																									
49	Acme 47	2035	162	Op	10200	4800	P 32x6	DP32x6	Con 16C	6–3 1/16 x4 3/16	248.3	27.3	65–2700	L	G	C	2 3/16	10	7	PC	Str	....	V	A-L	A-L	49
50	Amer. LaF. Chief 9R	3650	180	Op	11500	6200	P 32x6	DP32x6	Own	6–3 3/16 x5	331.0	33.7	65–2100	L	G	C	2 1/16	9	4	FP	On	Str	V	D-R	D-R	50
51	Atterbury G	1985	145	160	9950	4450	P 32x6	DP32x6	Lyc 4SL	6–3 1/4 x4 1/16	224.0	25.3	61–2750	L	G	C	2 3/16	7 7/16	4	PC	No	Zen	G	A-L	D-R	51
52	Autocar A	3200	150	192	12000	5060	P 34x7	DP34x7	Own	6–4x4 3/16	358.0	38.4	82–2400	L	G	C	3	13 1/16	7	FP	Ha	Str	V	D-R	D-R	52
53	Autocar D	3500	150	192	15000	5300	P 34x7	DP34x7	Own	6–4x4 3/16	358.0	38.4	82–2400	L	G	C	3	13 1/16	7	FP	Ha	Str	V	D-R	D-R	53
54	Available T-20	....	Op	Op	11000	4600	P 32x6	DP32x6	Con 16C	6–3 3/16 x4 3/16	248	27.3	66–2600	L	G	C	2 3/16	10 1/16	7	PC	Ha	Sch	M	D-R	L-R	54
55	Available T-23	....	Op	Op	14000	5600	P 32x6	DP32x6	Wau MS	6–3 3/16 x4 3/16	298.0	33.8	67–2300	L	G	C	2 3/16	12 1/16	7	FP	Wa	Sch	V	D-R	D-R	55
56	Available T-27	....	Op	Op	14000	5900	P 32x6	DP32x6	Wau MS	6–3 1/4 x4 3/16	298	33.8	67–2300	L	G	C	2 3/16	12 1/16	7	FP	Wa	Sch	V	L-R	L-R	56
57	Brockway 120	....	156	170	12000	5200	P 32x6	DP32x6	Con	6–4x4 1/16	311.0	38.4	73–2400	H	C	N	2 3/16	13 1/16	7	CC	No	Zen	M	A-L	A-L	57
58	Brockway 140	....	156	188	14000	5500	P 32x6	DP32x6	Con	6–4x4 1/16	311.0	38.4	73–2400	H	C	N	2 3/16	13 1/16	7	CC	KP	Zen	M	A-L	A-L	58
59	Chicago 1-18-A	....	140	200	.....	4594	B 7.50/20	DB7.50/20	Wau 6TL	6–3 3/16 x4 3/16	255.0	27.3	68–2500	L	G	A	2 3/16	5 7/16	3	FP	Wa	Zen	V	A-L	A-L	59
60	Clinton 45	2840	162	Op	11000	4875	S 34x4°	DS34x4°	Bud KPU	4–4x5 1/16	263.9	25.6	43–2000	L	G	C	2 1/16	9 1/16	3	PC	No	Zen	V	Spi	D-R	60
61	Coleman C29	....	109	144	12300	6100	P 34x7	P 34x7	Bud DW 6	6–3 3/16 x5	298.0	27.3	86–3000	L	G	C	3	9 1/16	7	FP	No	Str	V	D-R	D-R	61
62	Commerce 40	3240	168	185	.....	4900	P 36x6	DP36x6	Bud DS6	6–3 3/16 x5	309.6	31.5	56–2000	L	G	C	2 1/16	7 7/16	4	PC	No	Zen	V	A-L	A-L	62
63	Commerce S11	2030	162	...	.....	4500	P 32x6	DP32x6	Bud HS6	6–3 3/16 x4 1/16	241.6	27.3	52–2200	L	G	C	2 3/16	8	4	PC	No	Zen	V	A-L	A-L	63
64	Concord GX-6	3000	163	185	11640	5140	P 32x6	DP32x6	Bud DW6	6–3 3/16 x5	330.0	33.7	73–2100	L	G	C	2 1/16	9	4	PC	No	Zen	V	A-L	A-L	64
65	Corbitt 9B6	....	152	183	10500	4200	P 32x6	DP32x6	Con 16C	6–3 3/16 x4 3/16	248.2	27.3	65–2700	L	C	C	2 3/16	10 1/16	7	FP	No	Zen	V	D-R	L-R	65
66	Corbitt 2-2½ T. 12W6	....	165	220	13000	4910	P 32x6	DP32x6	Con 16R	6–4x4 1/16	311.0	38.4	72–2400	H	C	C	2 3/16	11 1/16	7	FP	No	Zen	V	D-R	D-R	66
67	Corbitt 2-2½ T. 12B6	....	163	220	13000	4870	P 32x6	DP32x6	Con 16R	6–4x4 1/16	311.0	38.4	72–2400	H	C	C	2 3/16	11 1/16	7	FP	No	Zen	V	D-R	D-R	67
68	Day-Elder 110	2095	156	186	11000	4600	B 7.00/20	DB7.00/20	Con 16C	6–3 3/16 x4 3/16	248.3	27.3	65–2700	L	C	C	2 3/16	10 1/16	7	FP	No	Zen	M	D-R	D-R	68
69	Diamond T 303	1745	160	178	.....	4850	P 32x6	DP32x6	Her WXB	6–3 3/16 x4 1/16	298.0	33.7	66–2400	L	G	C	2 3/16	13 1/16	7	PC	No	Zen	V	A-L	A-L	69
70	Dodge Bros F-40	1995	150	150	14590	5173	B 6.50/20	DB6.50/20	Own	6–3 3/16 x5	309.6	31.5	96–3000	L	G	A	2 3/16	11 1/16	7	FP	Ha	Ste	M	D-R	D-R	70
71	Dodge Bros F-41	2085	165	165	14750	5211	B 6.50/20	DB 6.50/20	Own	6–3 3/16 x5	309.6	31.5	96–3000	L	G	A	2 3/16	11 1/16	7	FP	Ha	Ste	M	D-R	D-R	71
72	Douglas CGC4	2500	116	116	12500	4500	P 32x6	P 34x7	Bud KBU-I	4–4x5 1/16	263.9	25.6	43–2000	L	G	C	2 1/16	9 1/16	3	PC	Bu	Zen	V	R-Bo	I	72
73	Douglas C4	3195	156	Op	12500	5100	P 32x6	P 34x7	Bud KBU-I	4–4x5 1/16	263.9	25.6	43–2000	L	G	C	2 1/16	9 1/16	3	PC	Bu	Zen	E	L-N	L-N	73
74	Douglas C6	3320	168	Op	15500	5850	P 32x6	P 34x7	Bud DW-6	6–3 3/16 x5	331.0	33.7	73–2400	L	G	C	2 1/16	9	4	PC	Bu	Zen	E	L-N	L-N	74
75	Duplex S	3600	160	...	12500	5600	P 32x6	P 36x8	Bud DW6	6–3 3/16 x5	330	33.7	61–2100	L	G	C	2 1/16	9	4	FP	No	Str	V	A-L	A-L	75
76	Fageol 130	2050	156	172	9500	4500	P 30x5	DP30x5	Wau V	4–4x5	251	25.6	45–2100	L	G	A	2 3/16	7 1/16	3	PC	Wa	Zen	V	D-R	D-R	76
77	Fageol 135	2250	162	178	9500	4800	P 30x5	DP30x5	Wau TL	6–3 3/16 x4 3/16	225	27.3	68–2600	L	G	A	2 3/16	7 1/16	4	PC	No	Zen	M	D-R	D-R	77
78	Federal A6	1855	151	176	10500	4580	P 32x6	DP32x6	Con 16C	6–3 3/16 x4 3/16	248	27.3	64–2500	L	C	C	2 3/16	10 1/16	7	PC	KP	Zen	V	D-R	D-R	78
79	Fisher-Standard 20A	....	156	186	10500	4300	P 32x6	P 34x7	Con 16C	6–3 3/16 x4 3/16	248.2	27.3	65–2700	L	C	C	2 3/16	10 1/16	7	FP	No	Zen	V	A-L	A-L	79
80	Fisher-Standard 23A	....	156	170	10500	4400	P 32x6	P 34x7	Con S4	4–4 1/16 x4 1/16	255.3	28.9	50–2000	L	G	C	2 1/16	8 3/16	3	FP	No	Zen	V	A-L	A-L	80
81	Fisher-Stand. Mer EX	....	146	170	11000	4300	P 32x6	P 34x7	Con 16C	6–3 3/16 x4 3/16	248.2	27.3	65–2700	L	G	C	2 3/16	10 1/16	7	FP	No	Zen	V	A-L	A-L	81
82	F.W.D. BTL-6	3900	137	160	11500	6000	P 36x8	P 36x8	Wau MS	4–3 3/4 x4 3/16	315	33.7	72–2500	L	G	C	2 3/16	12 5/16	7	PC	Wa	Zen	V	Eis	N-E	82
83	F.W.D. H6	3425	133	160	11000	5500	P 34x7	P 34x7	Wau MS	4–3 3/4 x4 3/16	315	33.7	72–2500	L	G	C	2 3/16	12 5/16	7	PC	Wa	Zen	V	Eis	N-E	83
84	Garford 40	3240	168	185	.....	4900	P 36x6	DP36x6	Bud DS6	6–3 3/16 x5	309.6	31.5	56–2000	L	G	C	2 1/16	7 7/16	4	PC	No	Zen	V	A-L	A-L	84
85	Garford S11	2030	162	...	.....	4500	P 32x6	DP32x6	Bud HS6	6–3 3/16 x4 1/16	241.6	27.3	52–2200	L	G	C	2 3/16	8	4	PC	No	Zen	V	A-L	A-L	85
86	Gen. Mot T30-3201 (x)	1545	141	164	10000	4490	P 30x5	DP30x5	Buick	6–3 1/16 x4 3/16	257.5	28.3	76–2500	H	G	C	2 3/16	8 1/16	4	PC	Ha	Mar	M	D-R	D-R	86
87	Gramm C	....	160	196	12000	4820	B 7.00/20	DB7. 00/20	Lyc ASA	6–3 3/16 x4 1/16	278.6	31.5	82–2600	L	G	A	2 3/16	9 1/16	4	PC	No	Zen	M	A-L	A-L	87
88	Gramm-Bernstein 115S	....	149	196	9500	3750	P 30x5	P 30x5	Con 16C	6–3 3/16 x4 3/16	248.3	27.3	66–2900	L	C	C	2 3/16	10 1/16	7	PC	No	Zen	G	A-L	A-L	88
89	Gramm-Bernstein 115	....	146	160	9500	4650	P 32x6	P 30x5	Lyc C4W	4–4x5	251.3	25.6	34–2000	L	G	C	2 1/16	9 1/16	5	PC	No	Zen	G	A-L	A-L	89
90	Gramm-Bernstein B6	....	144	184	9500	4590	P 32x6	DP32x6	Con 16C	6–3 3/16 x4 3/16	248.2	27.3	66–2900	L	C	C	2 3/16	10 1/16	7	FP	No	Zen	V	A-L	A-L	90
91	Hahn 37H	....	151	...	10000	4800	P 32x6	DP32x6	Con 16C	6–3 3/16 x4 3/16	248.2	27.3	65–2760	L	G	C	2 3/16	10 1/16	7	FP	No	Zen	V	A-L	A-L	91
92	Hug 22	....	160	195	10050	4550	P 30x5	DP30x5	Bud HS6	6–3 3/16 x4 1/16	241.6	27.3	52–2200	L	G	C	2 3/16	8 1/16	4	PC	Bu	Zen	V	A-L	D-R	92
93	Hug 60	....	111	118	12260	5700	P 32x6	DP32x6	Bud WTU	4–3 3/4 x5 1/16	226.4	22.5	37–1850	L	G	C	2 1/16	7 1/16	3	PC	BU	Zen	V	Eis	D-R	93
94	Indiana 120	....	156	170	12000	5200	P 32x6	DP32x6	Con	6–4x4 1/16	311	38.4	73–2400	H	C	N	2 3/16	13 1/16	7	CC	No	Str	M	A-L	A-L	94
95	Indiana 140	....	156	188	14000	5500	P 32x6	DP32x6	Con	6–4x4 1/16	311	38.4	73–2400	H	C	N	2 3/16	13 1/16	7	CC	KP	Str	M	A-L	A-L	95
96	Indiana 111XW	....	120	120	10000	3730	P 32x6	DP32x6	Her	4–4x5	251.3	55.6	26–2000	L	G	C	2	9 1/16	3	CC	No	Str	G	Eis	Non	96
97	International SD-44	....	117	117	.....	3700	P 30x5	P 32x6	Lyc CT	4–3 3/4 x5	221.5	22.5	43–2350	L	G	C	2 1/16	9 1/16	5	PC	No	Zen	V	A-Bo	Non	97
98	International SD-46	....	117	117	.....	3750	P 30x5	P 32x6	Lyc 4SL	6–3 1/4 x4 1/16	224	25.3	61–2800	L	G	C	2 3/16	8 1/16	4	PC	No	Zen	V	A-B0	Non	98
99	International A-4	....	145	185	.....	5070	P 32x6	DP32x6	Own FBB	6–3 3/16 x4 1/16	279	31.5	65–2800	H	G	C	2 3/16	13 1/16	7	PC	Ha	Zen	V	D-R	D-R	99
100	International SF-46	....	140	164	.....	3955	P 32x6	P 34x7	Lyc 4SL	6–3 1/4 x4 1/16	224	25.3	61–2800	L	G	C	2 3/16	8 1/16	4	PC	No	Zen	M	D-R	D-R	100
101	Kenworth 125	2650	160	183	12500	5200	P 32x6	Her WXB	6–3 3/16 x4 1/16	298	33.7	67–2400	L	G	C	2 3/16	13 1/16	7	PC	HA	Zen	V	A-L	D-R	101
102	Kleiber 54	2275	170	...	9500	.....	P 30x5	DP30x5	Bud	6–3 1/16 x4 1/16	259.9	29.4	75–3000	L	C	C	3	9 15/16	7	....	....	Str	V	D-R	D-R	102
103	LaFra.-Republic D-1	....	144	175	9000	4100	P 30x5	DP30x5	Lyc 4SL	6–3 1/4 x4 1/16	224.0	25.3	61–2750	L	G	C	2 3/16	8 1/16	4	PC	No	Zen	V	A-L	A-L	103
104	Lange L	3450	144	210	15000	5800	P 32x6	DP32x6	Her WXC	6–4x4 1/16	339	38.4	74–2400	L	G	C	2 3/16	13 1/16	7	PC	Pe	Str	M	A-L	A-L	104
105	Larrabee 35	2575	152	179	11425	5000	B 7.00/20	DB7.00/20	Con 16C	6–3 3/16 x4 3/16	248.2	27.3	65–2700	L	C	C	2 3/16	10 1/16	7	FP	No	Zen	G	D-R	D-R	105
106	LeMoon HB21	2400	163	190	12000	4600	P 32x6	DP32x6	Wau 6MS	6–3 3/16 x4 3/16	315	33.7	72–2500	L	G	C	2 3/16	...	4	PC	No	Str	G	A-L	A-L	106
107	Maccar 40A	....	126	182	12400	5350	P 32x6	DP32x6	Bud 298	6–3 3/16 x4 1/16	241.6	27.3	57–2100	L	G	C	2 1/16	....	4	PC	No	Str	V	D-R	D-R	107
108	Mack AB.. 1½-2 Ton	3100	147	219	.....	.....	S 36x4	S36x8	Own AB	4–4 1/4 x5	283.7	28.9	60–2200	L	G	S	3	8	3	PS	On	Str	V	R-Bo	.....	108
109	Mack AB..1½-2 Ton	3500	147	219	.....	.....	S 36x4	S36x8	Own AB	4–4 1/4 x5	283.7	28.9	60–2200	L	G	S	3	8	3	PS	On	Str	V	R-Bo	.....	109
110	Moreland RR-7	2025	158	...	9300	4000	P 32x6	P 32x6	Con 16C	6–3 3/16 x4 1/16	248.3	27.3	70–1300	L	C	C	2 3/16	10 1/16	7	PC	No	Zen	M	A-L	A-L	110
111	Noble 146	2885	175	194	11850	4850	P 32x6	DP32x6	Bud HS6	6–3 3/16 x4 1/16	241.6	27.3	57–2500	L	G	C	2 3/16	8 1/16	4	FP	Bu	Str	V	A-L	A-L	111
112

Line Number	Radiator Make	Clutch	Gearset				Universals Make and No.	Rear Axle					Front Axle	Brakes			Steering Gear Make	Frame		Body Mounting Data			Springs			Line Number
		Type and Make	Make and Model	Location	No. of Forward Speeds	Aux. Locat. and Speeds		Make and Model	Final Drive and Type	Drive and Torque	Gear Ratios: Reduc. in High	Gear Ratios: R.duc. in Low	Make and Model	Service	Area Service Brakes	Hand		Dim. Side Rail	Type	Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Front	Rear	Auxiliary Type	
																							1½ Ton — Cont'd		
1	Lon	D.	Mun	U	4	No	Spi	Tim 5261	S½	H	5.83	29.6	Tim 11710	B4IM	377	TX	Jac	6x2¼x¼	P	87	48	34	38x2	50¼x2½	N	1
2	Per	D.Jon	W-G	U	4	No	Blo	Tim	S¾	H	.....	.....	Tim	L4IH	...	FD	Ros	6x2¾x¼	C	.....	.....	.....	.....	.....	..	2
3	Per	D.Jon	W-G	U	4	No	Blo	Tim	S¾	H	.....	.....	Tim	L4IH	...	FD	Ros	6x2¾x¼	C	.....	.....	.....	.....	.....	..	3
4	Per	D.Jon	Cov A-4J	U	4	No	Blo	Tim 54000H	BF	H	5.8	37.1	Col 4003	L4IH	278	TX	Ros	6x2½x¼	C	94	60¾	34	40x2¼	54x2½	½	4
5	You	D.B-L	B-L 214	U	4	No	Spi	Tim 52200 H		H	5.83	37.4	Tim 12703–H	L4IH	308	TX	Ros	6x2½x¾	C	118½	73¾	34	42x2¼	50x2½	N	5
6	Chi	D.B-L	B-L 20	U	4	No	Blo	Tim 52000 H	BF	R	5.8	....	Tim 11703 H	L4IH	380	TX	Ros	5¼x2¾x¼	C	110	....	34	41x2¼	50x2½	N	6
7	Chi	D.B-L	B-L 35	U	4	No	Blo	Tim K	BF		5.1	....	Tim	L4IH	...	TX	Ros		C	110	66	34	41x2¼	30x2½	..	7
8	McC	P.B&B	B-L	U	3	No	Spi	Cla	S½	H	5.5	26.4	Shu	K2IM	432	..	Ros	5½x3¼x¼	C	99	54	34	40x2¼	54x2½	½	8
9	Lon	P.B&B	B-L	U	4	No	Spi 3	Col	SF	H	5.12	20.8	Col	C4IM	292	TX	Ros	5½x2½x¼	C	114	68	34	37x2¼	52x2½	N	9
10	Lon	Roc	M.M.	U	3	No	M.M.4	Own 700	S½	H	5.29	72.4	Own 100	BE4IM	292	2I	Ros	5½x2¾x¼	T	93¾	53½	32	40x2	46x2½	½	10
11	Lon	P.Own	Own	U	3	No	M.M.5	Eat 1502	S½	H	5.66	22.6	Eat 430 F	BE4IM	346	2I	CAS	6x3¾x¼	T	127¾	81	34	32x2¼	52x3	½	11
12	Lon	P.Own	Own	U	3	No	M.M.5	Eat 1502	S½	H	5.66	22.6	Eat 430 F	BE4IM	346	2I	CAS	6x3¾x¼	T	104	61½	34	32x2¼	52x3	½	12
13	Lon	P.Own	Own	U	3	No	M.M.5	Eat 1502	S½	H	5.66	22.6	Eat 430 F	BE4IM	346	2I	CAS	6x3¾x¼	T	127¾	81	34	42x2¼	52x3	½	13
14	Lon	P.Own	Own	U	3	No	M.M.5	Eat 1502	S½	H	5.66	22.6	Eat 430 F	BE4IM	346	2I	CAS	6x2x¼	T	104	61½	34	42x2¼	52x3	½	14
15	Mod	P.Own	W-G T7	U	4	No	M.M.5	Own 800	S½	H	6.50	42.9	Own 200	B4IM	295	2I	Ros	6x2x¼	T	104	61½	34	42x2¼	52x3	½	15
16	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 54200 H	SF	H	5.83	37.4	Cla F 304	L4IH	290	TD	Ros	5½x3x¼	T	98½	55½	32	40x2½	52x2½	½	16
17	Own	D.B-L	B-L 20	U	4	No	Spi	Tim 52200 H	B½	H	5.36	....	Tim 12703H	L4IH	448	TX	Ros	5½x3¼x¼	C	100	64	34	38x2¼	52x2½	N	17
18	G&O	P.B&B	WO-BB	U	4	No	Spi 3	Tim 52200 H	SF	R	5.83	35.8	Tim 11710H	L4IH	...	TX	Han	6x2x¼	C	111	62½	32½	38x2	57¼x2½	N	18
19	Mod	D.B-L	B-L 31	U	3	No	Spi 4	Tim 54000H	BF	R	5.83	28.0	Tim 12703H	L4IH	279	FD	Ros	5x2½x¼	P	84	56	33	38x2¼	50x2½	N	19
20	Per	D.B-L	B-L 214	U	4	No	Spi	Tim 52200H	BF	H	5.83	37.4	Tim 11703H	L4IH	452	TD	.....	6x3x¼	C	Opt	34	34	38x2¼	54x2½	..	20
21	Chi	D.B-L	B-L 214	U	4	No	Spi 3	Tim 54200H	BF		6.8	43.6	Tim 14703H	L4IH	380	TX	Ros	6½x3¼x¼	C	128	81	34	37½x2¼	50x2½	N	21
22	Per	D.B-L	B-L 214	U	4	No	Cle 3	Tim 54000H	BF	H	5.83	29.1	Tim 14703 H	L4IH	...	TX	Ros	6x3x¼	C	117¾	74½	32	42x2½	54x1½	½	22
23	Own	D.Own	Own BG	U	4	No	Spi 4	Own BG	SF	H	4.30	24.2	Own BG	O4IV	354	FX	Own	7x3x¼	T	96	54½	33¼	42x2½	54x3	..	23
24	Lon	D.B-L	B-L 35	U	4	No	Blo	Own 30	2R	..	6.45	34.5	Tim 14704 H	L4IH	394	FX	Han	6x3½x¼	T	144	90	34	40x2¼	50x3	..	24
25	Lon	P.B-L	B-L 20	U	4	No	Blo	Own 20	2R	..	6.00	30.0	Col 5530	L4IH	297	FX	Han	6x3½x¼	P	133½	83	34	36x2¼	48x2½	N	25
26	Own	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.2	34.3	Own	L4IH	289	TX	Ros	6½x3½x¼	C	97½	52½	40½	38x2¼	50x2½	..	26
27	Own	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.2	34.3	Own	L4IH	289	TX	Ros	6½x3½x½	C	111½	67½	40½	38x2¼	50x2½	..	27
28	Own	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.2	34.3	Own	L4IH	289	TX	Ros	6½x3½x½	C	123½	71½	40½	38x2¼	54x2½	..	28
29	Fed	D.B-L	B-L 20	U	3	....	Bio	Eat	B½	..	6.37	31.7	Eat	.....	...	..	Ros	.....	P	86¾	46¼	.....	.....	.....	..	29
30	You	D.B-L	B-L 35	U	4	No	Spi	Tim 54000	BF	H	5.83	31.2	Tim 12703 H	L4IH	452	TX	Ros	6x3x¼	P	.....	.....	31½	40x2½	50x3	¼	30
31	Own	D.B-L	B-L 20	U	4	....	Blo	Tim 54200H	BF	..	5.1	....	Tim 12703H	L4IH	...	TX	Han	.....	P	110	66	34	41x2¼	50x2½	..	31
32	Own	D.B-L	B-L 35	U	4	....	Blo	Tim	BF	..	5.1	....	Tim	L4IH	...	TX	Ros	.....	P	110	66	34	41x2¼	50x2½	..	32
33	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	33
34	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x½	P	133½	83	34	36x2¼	48x2½	N	34
35	Per	D.B-L	B-L 20	U	4	No	Spi	Tim 52000 H	BS	H	5.82	29.1	Tim 11703 H	L4IH	219	TX	Ros	5½x2½x¼	C	104	60	34	38x2¼	50x2½	N	35
36	Fed	P.B&B	War	U	4	No	Spi	Cla	BF	H	5.6	35.8	Cla	B4IM	...	TX	Ros	7½x2¼x½	C	77½	40½	32	38½x2¼	50x2½	..	36
37	Fed	P.B&B	War	U	4	No	Spi	Cla	BF	H	5.6	35.8	Cla	B4IM	...	TX	Ros	7½x2¼x½	C	77½	40½	32	38½x2¼	50x2½	..	37
38	Own	P.B&B	War	U	4	No	Spi 3	Cla	F	H	5.6	22.0	.....	B4IM	...	TX	Ros	7½x2¼x½	C	194¼	48½	32	38½x2¼	50x2½	N	38
39	McC	Jon	WGASI-T9	U	4	....	Spi	Tim 53600	SB	H	5.66	35.8	Tim300i0-A1	B4IM	224	..	Ros	6x2¼x½	C	85½	50½	34	36x1¾	45x2½	..	39
40	Own	P.Own	Own TBC	A	4	No	Spi 2	Own 20A	2½	R	6.9	32.1	Own 20A	O2XM	384	2I	Own	5¾x3x¼	C	106½	69½	34	41x2¼	48¾x3	N	40
41	Own	P.Own	Own 5B	U	4	No	Spi 3	Own 7CB	S½	H	5.67	23.4	Own 7D	L4IH	211	CX	Han	6¾x3½x¼	C	115¾	68½	34½	41x2	54x3	N	41
42	You	D.B-L	B-L 35	U	4	No	S-T 3	Own 30R	WF	H	6.5	34.8	She 3FA10	O2IM	342	RI	Ros	5½x2½x¼	C	129	77	30½	40x2¼	50x3	½	42
43	Fed	P.Roc	Cov	U	4	No	M.M.2	Cla	S½	H	6.37	42.3	Own	B4IM	232	4I	Own	6x2¾x½	C	86¾	51½	37	36x1¾	45x2½	N	43
44	Fed	P.B&B	Cov	U	4	No	M.M.2	Cla	S½	H	6.37	42.3	Own	B4IM	232	4I	Own	6x2¾x½	C	86¾	51½	37	36x1¾	45x2½	N	44
45	Per	D.B-L	B-L 20	U	4	No	Spi	Tim 54000H	BF	H	6.8	36.3	Tim 14703	L4IH	...	TX	Ros	6x2½x¼	C	.....	.....	32	41x2½	54x3	½	45
46	Per	D.B-L	B-L 20	U	4	No	Spi	Tim 54000H	BF	H	5.83	31.2	Tim 14703H	L4IH	...	TX	Ros	6x2½x¼	C	.....	79½	32	41x2½	54x3	½	46
																							1¾ Ton		
47	Per	D.Own	Cov A4J	U	4	No	Blo	Tim 54000H	BF	H	5.83	37.1	Col 4003	L4IH	278	TX	Ros	6x2¼x¼	C	94	60¾	34	40x2½	50x2½	½	47
48	Own	D.Ful	Ful	U	4	No	Spi 3.	Cla	S½	R	6.37	47.0	.....	B4IM	...	TX	Ros	7½x2¾x½	C	114¾	63¾	32	38½x2¼	50x2½	½	48
																							2 Ton		
49	Per	D.B-L	B-L	U	4	No	Blo	Tim 54[illegible]0H	BF	R	6.8	22.4	Tim 14703H	L4IH	456	TX	Ros	6x3½x¼	C	132⅝	82¼	34	38x2½	54x2½	N	49
50	G&O	P.B&B	Own	A	4	No	Spi	Tim 65[illegible]0BX	WF	R	6.0	28.8	Tim 14703BX	B4IM	...	TD	Ros	6½x2½x¼	C	Opt	Opt	32	42x2½	54x3	¼	50
51	Fed	D.B-L	B-L	U	4	No	Spi	Tim 54000 H	BF	H	6.80	34.0	Tim 12703 H	L4IH	...	TX	Ros	5¼x2½x¼	C	120	68	34	38x2¼	50x2½	N	51
52	Per	P.Lon	B-L 51	U	4	No	Spi	Own SA	SF	H	5.22	27.3	Tim 1473	LO4ID	460	2IM	Ros	6½x3¼x¼	C	114½	63½	34	40x2½	54x3	N	52
53	Per	P.Lon	B-L 51	U	4	No	Spi	Own SD	2F	H	6.30	33.7	Tim 14703	LO4ID	460	2IM	Ros	6½x3x¼	C	114½	63¼	34	40x2½	54x3	N	53
54	You	D.B-L	B-L 214	U	4	No	Blo	Tim 54200H	SF	R	6.8	43.5	Shu 5429	L4IH	...	TX	Ros	6x2¼x¼	P	Opt	Opt	31¾	38x2¼	50x3	½	54
55	You	D.B-L	B-L 35	U	4	No	Blo	Tim 56200H	SF	R	7.3	39.0	Shu 5429	L4IH	...	TX	Ros	7x2½x½	P	Opt	Opt	32	38x2¼	50x3	½	55
56	You	D.B-L	B-L 35-4	U	4	No	Blo	Tim 64800H	WF	R	7.3	39.0	Shu 5572	L4IH	...	TX	Ros	7x2½x½	P	Opt	Opt	32	40x2½	50x3	½	56
57	G&O	D.B-L	B-L	U	4	No	Spi 3	Tim	SF	H	5.85	31.3	Col	L4IH	353	TX	Ros	7½x3x¼	T	108	69	34	40x2½	50x3	½	57
58	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	H	6.6	35.3	Col	L4IHV	356	CD	Ros	7½x3x¼	T	108	69	34	40x2½	54x2½	½	58
59	Chi	P.B-L	B-L 214	U	4	No	Spi 3	Tim 56000H	BF	R	6.2	39.7	Tim 12703H	L4IH	334	TX	Ros	7½x3x¼	T	108	69	34	40x2½	54x3	½	59
60	Per	D.B-L	B-L 35	A	4	No	Blo	Tim 65000 H	W½	R	7.75	41.5	Tim 15302	T2IM	153	2I	Ros	6¾x2½x½	T	Opt	Opt	33¼	41½x2½	54¾x3	..	60
61	R-T	D.Ful	Ful G U 14	U	8	A 4	Spi 4	Wis	2F	H	8.05	154	Wis	L2/4IH	138	CD	Ros	10x2¼x¼	P	108	78	30	48x3	51½x3	N	61
62	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	C	62
63	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x½	P	133½	83	34	36x2¼	48x2½	N	63
64	Lon	D.B-L	B-L 35	U	4	....	Blo 2	Wis 4610	RF	H	6.8	36.4	Tim 15300	W2IMV	...	TD	Ros	6x3x¼	C	Opt	85	32¼	36x2½	46x2½	½	64
65	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 54200H	BF	H	5.57	27.8	Tim 14703H	L4IH	276	..	Ros	7x2¾x¼	C	Opt	Opt	34	38x2¼	54x3	½	65
66	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 54800H	WF	H	Opt	Opt	Tim 14703H	L4IH	578	..	Ros	7x3¼x¼	T	134	82	34	40x2½	54x3	½	66
67	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	H	Opt	Opt	Tim 14703H	L4IH	578	..	Ros	7x3¼x¼	T	134	82	34	40x2½	54x3	½	67
68	Per	P.B-L	B-I 314	U	4	No	Spi 3	Tim 54200H	BF	H	6.80	44.9	Tim 12703H	L4IH	306	..	Ros	7x3¾x¼	C	135½	79	33½	40x2½	54x3	½	68
69	G&O	P.B&B	Cov	U	4	No	Spi 3	Cla 613	SF	H	Opt	Opt	Cla	L4IH	279	..	Ros	6½x3x¼	C	120	77¼	34	45¼x2½	53x2½	½	69
70	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	6.38	55.2	Own	L4IH	356	..	Jac	9½x2½x¼	C	124½	69¾	33½	42x3	56x3½	..	70
71	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	6.38	55.2	Own	L4IH	350	..	Jac	9½x2½x¼	C	144½	84¾	33½	42x3	56x3½	..	71
72	Own	D.Ful	FulMGU14	U	4	....	Blo 3	Wis 6617	2F	R	6.33	41.1	Shu 510	W2IM	538	2I	.....	6x2x¼	T	61	45	31	35x2½	48½x2½	½	72
73	Own	D.Ful	FulMGU14	U	4	....	Blo 3	Wis 6617	2F	R	6.9	44.8	Shu 510	W2IM	538	CX	Ros	6x2x¼	T	144	88	31	46x2½	52x2½	½	73
74	Own	D.Ful	FulMGU14	U	4	....	Blo 3	Wis 6617	2F	R	6.33	41.1	Shu 510	W2IM	538	CX	Ros	6x2x¼	T	144	88	31	46x2½	52x2½	½	74
75	Mod	D.B-L	B-L	U	4	No	Cle	Tim 65001	WF	H	6.75	36.2	Shu 5510	T2IM	....	2I	Ros	6x3¼x¼	C	.....	.....	34	39x2½	50x2½	N	75
76	Per	P.Lon	W-G T9	U	4	No	Spi 3	Tim 54000 H	BF	H	4.62	22.2	Tim 12700 H	L4IH	...	TX	Ros	5x3¼x¼	C	128½	83¼	.....	37x2½	56x3	N	76
77	Per	P.Lon	W-G T9	U	4	No	Spi 3	Tim 54000 H	BF	H	4.62	22.2	Tim 12700 H	L4IH	...	TX	Ros	5x3x¼	C	144	83¼	.....	37x2½	56x3	N	77
78	Lon	P.B&B	Own	A	4	No	F-S 4	Cla B610	SF	H	6.38	38.5	Cla F304	L4IH	450	TI	Ros	6x3½x¼	C	119	71	34	40x2¼	52x3	½	78
79	Lon	P.B-L	B-L314	U	4	No	Blo 3	Tim 54200H	SF	R	5.83	38.5	Tim 14703H	L4IH	452	TX	Ros	6x2¾x¼	C	130	80½	32	40x2	54x3	N	79
80	Lon	P.B-L	B-L 35	U	4	No	Blo 3	Tim 54200H	SF	R	5.83	31.5	Tim 14703H	L4IH	452	CD	Ros	6x2¼x¼	C	120	79	32	43x2½	54x3	N	80
81	Lon	P.B&B	Own	A	4	No	P-S 4	Cla B610	BF	H	6.38	38.5	Cla F304	L4IH	450	TX	Ros	6x3½x¼	C	119	71	34	40x2¼	52x3	½	81
82	Per	D.B-L	B-L 55	A	7	R7	Blo 4	Own HT	BF	H	6.95	54.7	Own H	O4XM	252	2I	Ros	5½x2¼x½	C	120½	86½	36	42¾x2½	52¾x2½	½	82
83	Per	D.B-L	B-L 51	U	4	No	Blo 4	Own	BF	H	8.92	47.7	Own	O4XM	252	2I	Ros	5½x2¼x¼	C	115½	81½	36	42¾x2½	52¾x2½	½	83
84	Lon	D.B-L	B-L 35	U	4	....	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	84
85	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x½	P	133½	83	34	36x2¼	48x2½	N	85
86	Lon	D.Own	Mun	U	4	No	Spi	Eaton 1617	S½	H	5.63	28.6	Eaton 433-F	B4IM	453	TX	Jac	6x3x¼	P	107	59	34½	38x2¼	50x3	½	86
87	Per	D.Own	Cov W4C	U	4	No	Blo 2	Tim 54000	BF	H	4.85	31.0	Col 4003	L4IH	353	TX	Ros	7x2½x¼	P	120	77¼	34	42x2¼	56x3	½	87
88	Own	D.Ful	Ful S U12	U	3	....	Blo	Cla B504	B½	H	6.38	25.5	Shu 5405	K2IM	378	CX	Ros	5½x2½x¼	C	127	73½	30½	38x2	50x3	½	88
89	Own	D.Ful	Ful S U12	U	3	....	Blo	Cla B504	B½	H	6.38	25.5	Shu 5405	K2IM	378	CX	Ros	5½x2½x¼	C	127	73½	30½	38x2	50x2½	..	89
90	You	D.Ful	Ful KU-10	U	4	No	Blo	Tim 54002H	BF	H	5.83	37.9	Tim 12703H	L4IH	308	TX	Ros	6x2½x¼	C	120½	73¾	34	42x2¼	52x3	N	90
91	Chi	D.B-L	B-L 35	U	4	No	Blo 2	Tim 54200 H	R	H	6.38	37.9	Tim 12703 H	L4IH	...	TX	Ros	5¾x2¾x¼	C	120	.....	34	41x2¼	50x2½	N	91
92	You	D.Ful	Ful K U10	U	4	No	Blo 3	Cla 510	S½	H	5.66	36.8	Cla 304	L4IH	288	CD	Ros	8¾x¼	I	.....	.....	31½	41x2½	54¾x3	N	92
93	You	D.B-L	B-L 51	U	4	No	Blo 2	Wis 6600	2F	H	6.92	37.0	Shu 550	W2IM	300	2I	Ros	5x3x¼	I	.....	.....	.....	41x2½	54¾x3	N	93
94	G&O	D.B-L	B-L	U	4	No	Spi 3	Tim	SF	H	5.85	31.3	Col	L4IH	353	TX	Ros	7½x3x¼	T	108	69	34	40x2½	38½x2	½	94
95	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	H	6.66	35.3	Col	L4IHV	356	CD	Ros	7½x3x¼	T	108	69	34	40x2½	54x2½	½	95
96	McC	P.B&B	B-L	U	4	No	Spi	Wis	2F	H	6.57	35.2	Shu	K2IM	270	TX	Ros	6½x3¼x¼	T	104	69	34	40x2½	54x2½	½	96
97	Lon	P.Own	Own	U	4	No	M.M.5	Eat 2002	S½	H	6.87	40.6	Eat 430A	BE4IM	421	2I	CAS	6x3¾x¼	T	104	61½	34	42x2¼	54x3	½	97
98	Lon	P.Own	Own	U	4	No	M.M.5	Eat 2002	S½	H	6.87	40.6	Eat 430A	BE4IM	421	2I	CAS	6x3¾x¼	T	104	61½	34	42x2¼	54x3	½	98
99	Mod	P.Own	Own A-5	U	5	No	MM6	Own 900	S½	H	6.50	47.8	Own 250	BE4IM	378	2I	Ros	7x3¼x¼	T	104	61½	34	42x3	54x3	¼	99
100	Lon	P.Own	Own	U	4	No	M.M.5	Eat 2002	S½	H	6.87	40.6	Eat 430A	BE4IM	421	2I	CAS	7¼x3¾x¼	T	104	61½	34	42x3	54x3	¼	100
101	Per	P.B-L	B-L 314	U	4	No	Spi	Tim 56200H	SF	H	6.17	39.6	Tim 14703 H	L4IH	356	TD	Ros	8½x¼x¼	T	114	74¼	31½	40x2½	54x3	¼	101
102	.....	D.B-L	B-L	U	4	....	Spi	Tim 54200H	BF	..	5.8	....	Tim 12703H	L4IH	452	....	Ros.	7½x3x¼	T	.....	.....	.....	40x2½	52x3	½	102
103	G&O	P.B&B	Ful	U	4	No	S-P 3	Tim 54200H	SF	R	5.83	37.9	Tim 12703H	L IH	...	TX	Han	6x2x¼	T	111	62½	32½	38x2¼	52x2½	..	103
104	Mod	D.B-L	B-L 35	U	4	No	Spi 5	Wis 6617	2F	R	7	37.5	Shu 510	W2IM	678	FD	Ros	6x2½x¼	C	104	62	33	38x2	57½x2½	½	104
105	Per	D.B-L	B-L 214	U	4	No	Spi	Tim 54200H	B-F	H	6.80	43.6	Tim 12703H	L4IH	452	TD	.....	6x3x¼	C	Opt	Opt	34	38x2¼	54x2½	½	105
106	Chi	D.B-L	B-L 314	U	4	No	Spi 3	Tim 64800H	WF	..	6.4	41.2	Tim 14703H	L4IH	578	TX	Ros	6½x3¾x¼	C	128	81	34	37½x2½	50½x2½	N	106
107	Per	D.B-L	B-L 35	U	4	No	Cle 3	Tim 56000H	BF	H	6.16	....	Tim 14703H	L4IHV	...	TX	Ros	6x3x¼	C	.....	.....	.....	42x2½	54x2½	½	107
108	Own	D.Own	Own AB	U	4	No	Spi 2	Own AB	CD	R	5.81	27.2	Own AB	O4IV	459	FX	Own	6¼x2¼x¼	C	120	73	33¼	42¼x3	48x3	..	108
109	Own	D.Own	OwnAB	U	4	No	Spi 4	Own AB	2F	H	5.88	28.5	Own AB	O4IV	459	FX	Own	6¼x2¼x¼	C	120	73	33¼	42¼x3	56¼x3½	..	109
110	Lon	P.B-L	B-L 35	U	4	No	Pet	Tim 54004 H	SF	H	5.83	32.9	Tim 12703 H	L4IH	275	TI	Ros	7½x2¾x¼	C	132	78	34	40x2½	54x3	½	110
111	Chi	D.Ful	Ful	U	4	No	Blo	Tim 54200H	BF	H	5.83	37.9	Tim 14703H	L4IH	452	TI	Ros	5½x2½x¼	C	128	88	34	40x2½	48x3	N	111
112	You	D Ful	FulMGU14	U	4	No	Blo 2	Wis 4610	2F	R	6.00	39.0	Shu 310	W2IM	250	2I	Ros	6x3x¼	C	84	49	33¼	36x2½	54x3	N	112

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	2 Ton—Cont'd																									
1	Pierce-Arrow.....XA	3500	150	162	.....	6280	S 36x4°	DS36x5°	Own XA	4-4x5½	276.5	25.6	.....	T	...	...	...	...	...	FP	On	Str	P	D-R	D-R	1
2	Pierce-Arrow.....FA	2450	140	180	.....	3855	S 32x6	S 34x7	Own FA	6-3½x5	288.6	29.4	.....	L	...	...	...	...	...	FP	....	Str	E	D-R	D-R	2
3	Relay.....40	3240	168	185	.....	5500	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56–2000	L	G	C	2½	7⅛	4	PC	No	Zen	V	A-L	A-L	3
4	Relay.....811	2030	162	...	.....	4700	P 32x6	DP32x6	Bud HS6	6-3⅝x4½	241.6	27.3	52–2200	L	G	C	2⅝	8	4	PC	No	Zen	V	A-L	A-L	4
5	Relay.....50	3860	161	...	.....	6800	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.0	33.7	73–2200	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	5
6	Reo.....FC	1645	152	...	.....	4025	P 32x6	DP32x6	Own	6-3⅛x5	268.3	27.3	67–2800	L	C	A	2½	12⅛	7	PC	No	Sch	V	D-R	D-R	6
7	Reo.....FD	1745	168	...	.....	4075	P 32x6	DP32x6	Own	6-3⅛x5	268.3	27.3	67–2800	L	C	A	2½	12⅛	7	PC	No	Sch	V	D-R	D-R	7
8	Reo.....FH	1545	142	...	.....	4165	P 32x6	DP32x6	Own	6-3⅛x5	268.3	27.3	67–2800	L	C	A	2½	12⅛	7	PC	No	Sch	M	D-R	D-R	8
9	Schacht De Luxe...20	....	160	174	9500	4500	B 7.50/20	DB 7.50/20	Con 16C	6-3¾x4½	248.3	27.3	65–2600	L	C	C	2⅝	10⅛	7	FP	No	Zen	M	D-R	D-R	9
10	Selden.....Unit 37	.....	151	181	10000	4700	P 32x6	DP32x6	Con 16C	6-3¾x4½	241.6	27.3	65–2760	L	C	C	2⅝	10½	7	FP	No	Str	G	D-R	D-R	10
11	Service.....40	3240	168	185	.....	4900	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56–2000	L	G	C	2½	7⅛	4	PC	No	Zen	V	A-L	A-L	11
12	Service.....811	2030	162	...	.....	4500	P 32x6	DP32x6	Bud HS6	6-3½x4½	241.6	27.3	52–2200	L	G	C	2⅝	8	4	PC	No	Zen	V	A-L	A-L	12
13	Sterling.....DB9-64	....	139	168	9000	3625	P 34x7	P 34x7	Con 16C	6-3⅝x4½	248.2	27.3	63–2500	L	C	C	2½	10⅛	7	FP	....	...	...	...	D-R	13
14	Stewart.....29XS	1695	145	176	10235	4450	P 32x6	DP32x6	Lyc ASA	6-3½x4½	275	31.5	85–3100	L	C	C	2½	9⅛	4	FP	No	Str	G	D-R	D-R	14
15	Studebaker.....S-50	895	148	160	9560	3810	B 6.50 20	DB6.50/20	Own	6-3¼x4½	205	25.4	70–3200	L	C	C	2¼	9	4	P	Ha	Str	M	D-R	D-R	15
16	White.....56	3125	165	175	.....	5276	S 36x4	S 36x7	Own GRC	4-4x5¾	289	25.6	45–1600	L	G	S	2¼	11¾	3	FP	Own	Zen	V	L-N	L-N	16
17	White 160-1-2 1 to 2T	.....	138	157	.....	.....	P 30x5	P 30x5	Own GRCB	4-4x5¾	289	25.6	45–1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	17
18	Wichita.....6-50	3250	165	Op	12500	5600	P 32x6	P 32x6	Wau 6XK	6-3¼x4½	298	33.7	64–2200	L	G	C	2⅝	12½	7	CC	Wa	Str	V	D-R	D-R	18
19	Witt-Will.....C2B	2450	158	...	12500	5400	P 32x6	DP32x6	Con 16C	6-3⅝x4⅜	248	27.3	66–3200	L	C	C	2⅝	10⅞	7	PC	No	Zen	M	D-R	D-R	19
20	Witt-Will.....C2W	2550	158	...	12500	5400	P 32x6	DP32x6	Con 16C	6-3⅝x4⅜	248	27.3	66–3200	L	C	C	2⅝	10⅞	7	PC	No	Zen	M	D-R	D-R	20
21	Witt-Will.....R2B	....	158	...	12500	5820	S 32x6	DP32x6	Con 16R	6-4x4½	311	38.4	72–2400	H	C	C	2¾	11¼	7	FP	No	Zen	M	D-R	D-R	21
22	Witt-Will.....R2	....	158	...	13200	5800	P 32x6	DP32x6	Con 16R	6-4x4½	311	38.4	72–2400	H	C	C	2¾	11¼	7	FP	No	Zen	M	D-R	D-R	22
	2½ Ton																									
23	Acme.....56 Spec.	3577	178	Op	13850	7050	P 34x7	DP34x7	Con 18R	6-4x4½	339.3	38.4	82–2400	H	C	N	2¾	14⅛	7	FP	Co	Str	V	A-L	A-L	23
24	Acme.....52	3770	186	Op	14550	7150	P 34x7	DP34x7	Con 18 R	6-4x4½	339.3	38.4	82–2400	H	C	N	2¾	14⅛	7	FP	Co	Str	V	A-L	A-L	24
25	Amer. LaF...Chief 9R	3900	180	Op	12700	6400	P 34x7	DP34x7	Own	6-3¾x5	331.0	33.7	65–2100	L	G	C	2½	9	4	FP	On	Str	V	D-R	D-R	25
26	Atterbury.....H	3150	173	199	14390	6700	P 32x6	DP32x6	Con 16R	6-4x4½	311	38.4	72–2400	H	C	C	2¾	11⅛	7	PC	Ha	Zen	V	D-R	A-L	26
27	Autocar.....D	3500	150	192	15000	5300	P 34x7	DP34x7	Own	6-4x4¾	358.0	38.4	82–2400	L	G	C	3	13⅛	7	FP	Ha	Str	V	D-R	D-R	27
28	Available.....T-30	.....	Op	Op	16000	6500	P 34x7	DP34x7	Wau ML	6-4x4¾	358.1	38.4	67–2300	L	G	C	2⅝	12⅛	7	FP	Wa	Sch	V	D-R	D-R	28
29	Available T-37, T-38V	.....	Op	Op	16000	7500	P 34x7	DP34x7	Wau MK	6-4½x4¾	380.9	40.8	87–2500	L	G	C	3	13⅞	7	FP	Wa	Sch	V	D-R	D-R	29
30	Brockway.....140	.....	156	188	14000	5500	P 34x7	DP34x7	Con	6-4x4½	311.0	38.4	73–2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	V	A-L	A-L	30
31	Brockway.....141-4	.....	170	200	17000	6200	P 32x6	DP32x6	Her	4-4¼x5⅝	326.3	28.9	54–1600	L	G	C	3	10	3	CC	Pe	Zen	V	Els	A-L	31
32	Brockway.....141-6	.....	170	200	17000	6200	P 32x6	DP32x6	Con	6-4x4½	311.0	38.4	73–2400	H	C	N	2¾	13⅛	7	CC	K P	Zen	V	A-L	A-L	32
33	Brockway.....170	.....	170	200	17000	6800	P 32x6	DP32x6	Con	6-4½x4¾	380.9	40.8	89–2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	33
34	Chicago.....1-24-A	....	154	202	.....	5773	B 7.50/20	DB7.50/20	Wau 6ML	6-4x4¾	358.0	38.4	77–2200	L	G	C	2⅝	12½	7	FP	Wa	Zen	M	A-L	A-L	34
35	Coleman.....C30	.....	120	144	.....	7700	P 38x7	P 38x7	Bud DW6	6-3¾x5	331.0	27.3	73–2200	L	G	C	3	9⅞	7	FP	Bu	Zen	V	D-R	D-R	35
36	Commerce.....60	4580	175	192	.....	7000	P 36x6	DP36x6	Bud BA-6	6-4½x5½	410.9	40.8	73–2000	L	G	C	2½	9⅛	4	PC	No	Zen	V	A-L	A-L	36
37	Commerce.....40	3240	168	185	.....	5100	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56–2000	L	G	C	2½	7⅛	4	PC	No	Zen	V	A-L	A-L	37
38	Corbitt. 2½-3 T. 15B6	.....	174	220	15500	5870	P 34x7	DP34x7	Con 16R	6-4x4½	311	38.4	72–2400	H	C	C	2¾	11⅛	7	FP	No	Zen	V	D-R	D-R	38
39	Corbitt. 2½-3 T. 15W6	.....	183	224	15500	6160	P 34x7	DP34x7	Con 16R	6-4x4½	311	38.4	72–2400	H	C	C	2¾	11⅛	7	FP	No	Zen	V	D-R	D-R	39
40	Day Elder.....130	2895	150	204	13000	6400	B 7.50/20	DB7.50/20	Con 16R	6-4x4½	311.0	38.4	75–2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	40
41	Diamond T.....551	2250	168	186	16000	5600	P 32x6	DP32x6	Her WXC	6-4x4½	339	38.4	75–2400	L	G	C	2⅝	13⅛	7	PC	Ha	Zen	V	A-L	A-L	41
42	Diamond T.....506	2820	172	38	16000	5900	P 32x6	DP34x7	Her WXC	6-4x4½	339	38.4	75–2400	L	G	C	2⅝	13⅛	7	PC	Ha	Zen	V	A-L	A-L	42
43	Douglas.....CD4	3815	190	Op	17500	5860	P 34x7	P 36x8	Bud EBU-I	4-4¼x5½	312.0	28.9	49–1900	L	G	C	2½	10⅛	3	PC	Bu	Zen	E	L-N	L-N	43
44	Douglas.....CD6	3940	190	Op	17500	5800	P 34x7	P 36x8	Bud DW6	6-6¾x5	331.3	33.7	73–2400	L	G	C	2½	9	4	PC	Bu	Zen	E	L-N	L-N	44
45	Fageol.....250	2950	178	19[illegible]	12500	5250	P 32x6	DP32x6	Wau XK	6-3¾x4½	298	33.7	67–2600	L	G	A	2½	12½	7	PC	No	Zen	V	D-R	D-R	45
46	Federal.....A6T	2185	151	176	13000	4950	P 32x6	DP32x6	Con 16C	6-3⅝x4⅝	248	27.3	64–2500	L	C	C	2⅝	10⅞	7	PC	KP	Zen	V	D-R	D-R	46
47	Federal.....A6TW	2360	151	176	13000	4950	P 32x6	DP32x6	Con 16C	6-3⅝x4⅝	248	27.3	64–2500	L	C	C	2⅝	10⅞	7	PC	KP	Zen	V	D-R	D-R	47
48	Fisher-Stand. Mer. Ex.	.....	146	170	12000	4300	P 32x6	P 34x7	Con S4	4-4¼x4½	255.3	28.9	50–2220	L	G	C	2¼	8⅜	3	FP	No	Zen	V	A-L	A-L	48
49	Fisher-Stand. Mer. Ex.	.....	146	170	12000	4700	P 32x6	P 34x7	Con 16C	6-3⅝x4⅝	248.2	27.3	65–2700	L	C	C	2⅝	10⅞	7	PC	No	Zen	V	A-L	A-L	49
50	Fisher-Stand. H. D. 6	.....	155	206	16000	6000	P 32x6	DP32x6	Con 16R	6-4x4½	311	38.4	73–2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	50
51	F.W.D.....HH6	4000	133	160	12500	6000	P 36x8	P 36x8	Wau M8	6-3¾x4¾	315	33.7	72–2500	L	G	C	2½	12⅝	7	PC	Wa	Zen	V	Els	N-E	51
52	Garford.....40	3240	168	185	.....	5100	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56–2000	L	G	C	2½	7⅛	4	PC	No	Zen	V	A-L	A-L	52
53	Garford.....60	4580	175	192	.....	7000	P 36x6	DP36x6	Bud BA-6	6-4½x5½	410.9	40.8	73–2000	L	G	C	2½	9⅛	4	PC	Bu	Zen	V	A-L	A-L	53
54	Gen. Mot. T42-4201 (x)	1845	141	181	12000	4725	P 32x6	DP32x6	Buick	6-3⅛x4¼	257.[illegible]	28.3	76–2500	H	G	C	2⅝	8⅛	4	PC	Ha	Mar	M	D-R	D-R	54
55	Gramm.....D	1995	160	196	14000	5100	B 7.50/20	DB7.502/0	Lyc ASD	6-3¾x4½	299.0	33.7	85–2800	L	G	C	2⅝	9⅛	4	PC	No	Zen	M	A-L	A-L	55
56	Gramm-Bernstein...K	....	160	....	17500	5100	B 7.50/20	DB7.50/20	Bud H298	6-3¾x4½	298.0	33.7	86–3000	L	G	C	3	9⅞	7	FP	....	Zen	M	D-R	D-R	56
57	Gramm-Bernstein.....D	....	152	212	15500	6550	P 34x7	DP34x7	Con 16R	6-4x4½	311.0	38.4	73–2400	H	C	C	2¾	13⅛	7	FP	No	Zen	V	A-L	A-L	57
58	Hahn.....39H	....	164	....	13000	5800	P 32x6	DP32x6	Con 16R	6-4x4½	311.0	38.4	73–2400	H	C	N	2¾	....	7	FP	No	Zen	V	A-L	A-L	58
59	Hug.....26	....	150	195	12745	5645	P 32x6	DP32x6	Bud DW6	6-3¾x5	330.0	33.7	70–2100	L	G	C	2½	9	4	PC	Bu	Zen	V	A-L	D-R	59
60	Hug.....81	....	127	127	15388	5200	P 36x6	DP36x6	Bud KBU-I	4-4x5¼	263.9	25.6	43–2000	L	G	C	2½	9⅛	3	PC	Bu	Zen	V	Els	D-R	60
61	Hug.....84	....	127	127	15500	6088	P 36x6	DP36x6	Bud KBU-I	4-4x5¼	263.9	25.6	43–2000	L	G	C	2½	9⅛	3	PC	Bu	Zen	V	Els	D-R	61
62	Indiana.....140	....	156	188	14000	5500	P 34x7	DP34x7	Con	6-4x4½	311.0	38.4	73–2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	62
63	Indiana.....170	....	170	200	17000	6800	P 32x6	DP32x6	Con	6-4½x4¾	380.9	40.8	88–2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	63
64	Indiana.....115A	....	132	132	15000	4970	P 32x6	DP34x7	Her	4-4½x5	283.5	28.9	56–2000	L	G	C	2	9¾	3	CC	No	Str	G	Els	A-L	64
65	Indiana.....615A	....	136	136	15000	5160	P 32x6	DP34x7	Wis	6-3⅝x5	268.3	27.3	65–2500	H	C	C	2½	7⅝	3	CC	KP	Str	G	Els	A-L	65
66	Indiana.....141-4	....	170	200	17000	5900	P 32x6	DP32x6	Her	4-4¼x5⅝	326.3	28.9	54–1600	L	G	C	3	10	3	CC	Pe	Str	V	Els	A-L	66
67	Indiana.....141-6	....	170	200	17000	5900	P 32x6	DP32x6	Con	6-4x4½	311.0	38.4	73–2400	H	C	N	2¾	13⅛	7	CC	K P	Str	M	A-L	A-L	67
68	International...HS-54	....	148	200	.....	7500	S 36x5°	S 36x8°	HaS 151	4-4¼x5½	312.0	28.9	54–1800	H	C	A	2⅜	8⅛	3	PC	HS	Zen	G	R-Bo	.....	68
69	International.....W-1	....	148	200	.....	8300	S 36x5°	S 36x8°	Ha S151	4-4¼x5½	312.0	28.9	54–1800	H	C	A	2⅜	8⅛	3	PC	HS	Zen	V	R-Bo	D-R	69
70	International..HS-54C	....	148	200	.....	8165	S 36x5°	S 36x10°	HaS 151	4-4¼x5½	312.0	28.9	54–1800	H	C	A	2⅜	8⅛	3	PC	HS	Zen	V	R-Bo	.....	70
71	Kenworth.....145	3250	138	184	14500	5500	P 34x7	DP34x7	Her WXC	6-4x4½	339.0	38.4	74–2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	V	D-R	D-R	71
72	Kleiber.....64	2970	180	18[illegible]	12500	5600	P 32x6	DP32x6	Con 16R	6-4x4½	311.0	38.4	74–2400	L	C	C	2½	10	4	PC	No	Str	V	D-R	D-R	72
73	Kleiber.....56	2550	180	180	12500	....	....	P 32x6	Bud	6-3¾x4½	298.2	33.8	86–3000	L	C	C	3	....	7	PC	....	Str	V	D-R	D-R	73
74	LaFra.-Republic...F2	....	174	198	13000	5400	P 32x6	DP32x6	Lyc TF	6-3½x5	309.6	31.2	83–2800	L	G	C	2¾	10	4	PC	No	Zen	V	A-L	A-L	74
75	Lange.....O	3950	146	212	17000	5985	P 34x7	DP34x7	Her YXB	6-4x4¾	359	38.4	80–2200	L	G	C	3	15	7	PC	Pe	Str	V	A-L	A-L	75
76	Larrabee.....45	3115	154	185	14490	6315	B 7.50/20	DB7.50/20	Con 16R	6-4x4½	311.1	38.4	70–2400	H	C	C	2½	13⅛	7	FP	No	Zen	G	D-R	D-R	76
77	LeMoon.....HB26	3250	160	190	15000	5600	P 34x7	DP34x7	Wau 6MS	6-3¾x4¾	315	33.7	72–2500	L	G	C	2¾	13⅛	7	PC	No	Str	G	A-L	A-L	77
78	LeMoon.....HB27	3600	169	199	15000	6000	P 34x7	DP34x7	Wau 6KU	6-4½x4¾	404	43.3	80–2000	L	G	C	3	....	4	PC	Wa	Str	G	A-L	A-L	78
79	Omort.....250	....	124	148	13000	6200	P 32x6	DP32x6	Her OX	4-4x5	251.3	25.6	46–2000	L	G	C	2	9¾	3	PC	No	Zen	V	A-L	A-L	79
80	Omort.....25	....	130	130	14000	6100	P 32x6	DP32x6	Her WXB	6-3¾x4½	298.2	33.7	66–2400	L	G	C	2½	13¼	7	PC	No	Zen	M	A-L	A-L	80
81	Relay.....40	3275	168	185	.....	6700	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56–2000	L	G	C	2½	7⅝	4	PC	No	Zen	V	A-L	A-L	81
82	Relay.....50	4000	161	...	.....	7000	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.0	33.7	73–2200	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	82
83	Relay.....60DA	4555	175	192	.....	7350	P 36x6	DP36x6	Bud BA6	6-4½x5½	410.9	40.8	83–2000	L	G	C	2½	9⅛	4	PC	No	Zen	V	A-L	A-L	83
84	Schacht De Luxe..20A	....	136	174	11500	4800	B 7.50/20	DB 7.50/20	Con 16C	6-3⅝x4⅜	2 8.3	27.3	65–2600	L	C	C	2⅝	10⅞	7	PC	No	Zen	V	D-R	D-R	84
85	Selden.....39C	.....	164	190	13000	5800	P 32x6	DP32x6	Con 16R	6-4x4½	311.0	38.4	72–2400	L	C	C	2½	....	7	FP	No	Str	V	D-R	A-Bo	85
86	Service.....40	3240	168	185	.....	5100	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56–2000	L	G	C	2½	7⅝	4	PC	No	Zen	V	A-L	A-L	86
87	Service.....60	4580	175	192	.....	7000	P 36x5	DP36x6	Bud BA-6	6-4½x5½	410.9	40.8	73–2000	L	G	C	2½	9⅛	4	PC	Bu	Zen	V	A-L	A-L	87
88	Sterling.....DB11-64	....	150	164	11000	4295	P 34x7	P 34x7	Wau 6XL	6-3½x4½	260	29.4	58–2400	L	G	A	2½	12⅜	7	FP	Wa	Zen	V	.....	L-N	88
89	Stewart.....18X	2690	165	220	.....	5806	P 32x6	DP32x6	Lyc TF	6-3⅝x5	310.0	31.5	85–2750	L	G	C	2⅝	10	4	FP	Pe	Str	V	D-R	D-R	89
90	Stewart.....32X	1990	165	2[illegible]	12135	5100	P 32x6	DP32x6	Lyc ASA	6-3¾x4½	278.0	31.5	80–2500	L	G	C	2⅝	9⅛	4	PS	Ha	Str	P	D-R	D-R	90
91	Studebaker.....77	2895	158	...	12500	4750	B7.00/20	DB 7.00/20	Own	8-3½x4¾	337.0	39.2	115–3200	L	G	C	2⅝	9⅛	5	PC	No	Str	M	D-R	D-R	91
92	Studebaker.....88	3295	184	...	12500	4920	B7.50/20	DB 7.50/20	Own	8-3½x4¾	337.0	39.2	115–3200	L	G	C	2⅝	9⅛	5	PC	No	Str	M	D-R	D-R	92
93	White .65K, 2 to 2½ T.	4600	180	180	74081	.....	B 8.25/20	DB8.25/20	Own 3A	6-4¾x5½	396	38.4	72–1800	H	C	S	2¾	12⅛	7	FP	Own	Zen	V	D-R	L-Nx	93
94	White.....51A	3750	170	190	.....	6438	S 36x5°	S 36x8°	Own GRB	4-4¼x5¾	326.3	28.9	54–1600	L	G	S	2¾	11¾	3	FP	On	Zen	V	Els	.....	94
95	White..210, 211, 212, 1½ to 2½ Ton	....	148	196	.....	.....	P 30x5	DP30x5	Own GRCB	4-4x5¾	289	25.6	45–1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	95
96	Wichita.....6-60	3750	165	Op	14000	6200	P 34x7	DP34x7	Wau 6ML	6-4x4¾	358	38.4	77–2200	L	G	C	2⅝	12½	7	CC	Wa	Str	V	D-R	D-R	96
97	Witt-Will.....R2B	2900	158	...	12500	5800	P 32x6	DP32x6	Con 16R	6-4x4½	311	38.4	72–2400	H	C	N	2¾	11¼	7	FP	No	Zen	M	D-R	D-R	97
98	Witt-Will.....R2	3000	158	...	12500	5800	P 32x6	DP32x6	Con 16R	6-4x4½	311	38.4	72–2400	H	C	N	2¾	11¼	7	FP	No	Zen	M	D-R	D-R	98
	3 Ton																									
99	Acme.....66	4230	186	Op	15850	7450	P 36x8	DP36x8	Con 20R	6-4½x4¾	380.9	40.8	89–2400	H	C	N	2¾	13⅛	7	FP	Co	Str	V	A-L	A-L	99
100	Acme.....120	4740	220	Op	16200	8200	P 36x8	DP36x8	Con 20R	6-4½x4¾	380.9	40.8	89–2400	H	C	N	2¾	13⅛	7	FP	Co	Str	V	A-L	A-L	100
101	Amer. La France W2B	3950	223	Op	16000	7100	S 36x5	S 36x10	Own 2R	4-4¾x6	340.5	28.9	42–1400	L	G	C	2½	9⅛	3	PS	On	Zen	V	A- Bo	.....	101
102	Amer. La France..12R	.....	Op	Op	16200	7500	P 36x8	DP36x8	Own	6-4½x5½	411.0	40.8	75–1800	L	G	C	2½	9⅛	4	FP	Bu	Zen	V	D-R	D-R	102
103	Am. La Fra. Chief. 3-4	.....	Op	Op	16200	7200	P 36x8	DP36x8	Own	6-4½x5½	411.0	40.8	75–1800	L	G	C	2½	9⅛	4	FP	Bu	Zen	V	D-R	D-R	103
104	Armieder.....31	2600	Op	Op	19950	5350	P 32x6	DP32x6	Her WXB	6-3¾x4½	298	33.7	66–2200	L	G	B	2½	9⅛	4	PC	Ha	Zen	V	D-R	D-R	104
105	Atterbury.....R	3700	173	199	16040	7250	P 34x7	DP34x7	Con 18R	6-4x4½	340.0	38.4	82–2400	H	C	B	2¾	12⅛	7	PC	Ha	Zen	V	D-R	A-L	105
106	Autocar.....H	4100	114	161	19000	6770	P 34x7	DP34x7	Own	4-4½x5½	350.0	32.4	45–1450	L	G	A	2¾	2	2	SP	Bf	Str	G	A-Bo	L-N	106
107	Autocar 2½-3T.....SH	4300	114	161	19000	6770	P 34x7	DP34x7	Own	6-4¼x4¾	404.0	43.4	92–2400	L	G	C	3	14½	7	FP	Ha	Str	V	D-R	L-N	107
108	Autocar 2½-3T. .SCH	4300	157	203	19000	6860	P 34x7	DP34x7	Own	6-4¼x4¾	404.0	43.4	92–2400	L	G	C	3	14½	7	FP	Ha	Str	V	D-R	L-N	108
109	Available T-39, T-40V	.....	Op	Op	19000	7800	P 36x8	DP36x8	Wau SRL	6-4½x5½	462.0	45.9	88–2200	L	G	C	3	13⅞	7	FP	Wa	Zen	V	D-R	D-R	109
110	Available T-34, T-44V	.....	Op	Op	19000	7950	P 36x8	DP36x8	Wau SRL	6-4½x5½	462	45.9	88–2200	L	G	C	3	13⅞	7	FP	Wa	Zen	V	D-R	D-R	110
111	Brockway.....175	.....	170	224	17500	7200	P 34x7	DP34x7	Con	6-4½x4¾	427.5	45.9	100–2400	H	C	N	2¾	13⅞	7	CC	KP	Zen	M	A-L	A-L	111
112	Brockway.....190	.....	168	204	19000	7625	P 34x7	DP34x7	Con	6-4½x4¾	380.9	40.8	89–2400	H	C	N	2¾	13⅞	7	CC	KP	Str	M	A-L	A-L	112
113	Brockway.....195	.....	170	224	19500	7500	P 34x7	DP34x7	Con	6-4½x4¾	380.9	40.8	89–2400	H	C	N	2¾	13⅞	7	CC	KP	Zen	M	A-L	A-L	113

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																							2 Ton—Cont'd			
1	Own	D.Own	Own XA	A	4	....	Spi	Own XA	W½	..	8.5	44.2	Own XA	.....	.....	Own	.....	.....		125 1/4	72 1/4	.....	.....	.....	.....	1
2	Fed	P.B&B	B-L	U	3	....	Spi	Tim	BF	..	5.28	33.3	Own	.....	.....	Gem	.....	.....		106 3/8	52 3/8	.....	.....	.....	.....	2
3	Lon	D.B-L	B-L 35	U	4	No	Blo	Own 30	2R	..	6.45	34.5	Tim 14704 H	L4IH	394FX	Han	6x3x¼	.....	P	144	90	34	40x2¼	50x3		3
4	Lon	P.B-L	B-L 20	U	4	No	Blo	Own 20	2R	..	6.00	30.0	Col 5530	L4IH	297FX	Han	6x2½x½	.....	P	133½	83	34	36x2¼	48x2½	N	4
5	Lon	D.B-L	B-L 51-5	U	4	No	Blo	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584FX	Han	7x3½x¼	.....	P	144	82	34	40x2¼	54x3		5
6	Own	D.B-L	Own	U	4	No	Cle	Own	S1½	H	5.7	37.6	Own	L4IH	289TX	Ros	6¼x3¼x½	.....	C	111 1/2	67 1/4	40¼	38x2¼	50x2½	N	6
7	Own	D.B-L	Own	U	4	No	Cle	Own	S1½	H	5.7	37.6	Own	L4IH	289TX	Ros	6¼x3½x1¼	.....	C	127 1/2	83 1/4	40 1/2	38x2¼	50x2½	N	7
8	Own	D.B-L	Own	U	4	No	Cle	Own	S1½	H	5.7	37.6	Own	L4IH	289TX	Ros	6¼x3½x¼	.....	C	87 1/4	57 1/4	40 1/2	38x2¼	50x2½	N	8
9	You	D.B-L	B-L 35	U	4	No	Spi	Tim 54000 H	SF	H	5.83	31.2	Tim 12703 H	L4IH	452TX	Ros	6x3x¼	.....	P	.....	.....	31½	40x2½	50x3	¼	9
10	Own	D.B-L	B-L 35	U	4	....	Blo	Tim 54200H	BF	..	Opt	Opt	Tim 12703H	L4IH	.....	Ros	.....	.....		168	97	.....	.....	.....	.....	10
11	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L1IH	394FX	Han	6x3x¼	.....	P	144	90	34	40x2¼	50x3	..	11
12	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297FX	Han	6x2½x½	.....	P	133½	83	34	36x2¼	48x2½	N	12
13	Per	D.B-L	B-L 20	U	4	No	Spi	Tim 54000 H	BS	H	5.82	29.1	Tim 12703 H	L4IH	306TX	Ros	5½x2½x¼	.....	C	102	60	34	33½x2¼	54x3	N	13
14	Own	D.Ful	.....	U	4	No	Spi 3	Tim	SF	R	6.37	44.4	Cla	B4IM	....TX	Ros	7½x2¾x½	.....	C	114¾	63¾	32	38x2¼	50x3	½	14
15	McC	Lon	WGASI-T9	U	4	....	Cle	Tim54200-A1	SB	H	5.83	37.4	Tim	B4	276....	Ros	7x2¾x½	.....	C	106½	69 1/4	34	39x2	56x3	..	15
16	Own	P.Own	OwnGRBB	U	4	No	Spi 3	Own 56	S1½	H	6.33	26.2	Own 3DI	O2IM	268FX	Own	7x3x¼	.....	C	119¾	81½	36	41½x2½	47½x3	N	16
17	.....	P.Own	Own 8B	U	4	No	M.M.2	Own 4C	S1½	H	4.73	19.5	Own 4D	L4IH	138TX	Han	6x2⅝x½	.....	C	112	58¾	34½	39x2¼	50x2½	N	17
18	You	D.B-L	B-L 35	U	4	No	ST 3	Own 30R	WF	H	6.5	34.8	Shu 5550	O2IMV	342RI	Ros	7x2¼x¼	.....	C	141½	78½	30	40x2¼	56x3	½	18
19	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 56000H	BF	H	6.8	36.4	Tim 14703H	L4IH	578TX	Ros	6x2½x¼	.....	C	Var	79½	32	41x2½	54x3	½	19
20	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 63720H	WF	H	7.6	41.0	Tim 14703H	L4IH	578TX	Ros	6x2½x¼	.....	C	Var	79½	32	41x2½	54x3	½	20
21	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 56001H	BF	H	6.3	28.3	Tim 14703H	L4IH	578TX	Ros	6x2½x¼	.....	C	Var	76	32	41x2½	54x3	½	21
22	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 63720H	WF	H	6.0	32.1	Tim 14703H	L4IH	578TX	Ros	6x2½x¼	.....	C	Var	76	32	41x2½	54x3	½	22
																							2½ Ton			
23	Per	D.B-L	B-L 55-7	A	7	No	Blo	Tim 65200H	WF	R	7.75	73.5	Tim 15733H	L4IH	6592RI	Ros	6x3½x¼	.....	P	154	88	34	40x2½	54x3	½	23
24	Per	D.B-L	B-L 60-4	A	4	No	Blo	Tim65706DH	WF	R	7.75	41.5	Tim 15733H	L4IH	7662RI	Ros	7x3¼x¼	.....	C	156	96½	34	40x2½	54x3	½	24
25	G&O	P.B&B	Own	A	4	No	Spi	Tim65000BX	WF	R	6.0	28.8	Tim 14703BX	B4IM	....TD	Ros	8½x2½x¾	.....	C	Opt	Opt	32	42x2¼	54x3	½	25
26	You	D.B-L	B-L	U	4	No	Spi	Tim 56000 H	BF	H	6.16	32.9	Tim 14703 H	L4IHV	136TX	Gem	7x3¼x¼	.....	C	148½	90½	34	41¼x3	54x3½	¼	26
27	Per	P.Lon	B-L 51	U	4	No	Spi	Own SD	2F	H	6.3	33.7	Tim 14703	LO4ID	4602IM	Ros	6⅞x3x¼	.....	C	114⅜	63⅜	34	40x2½	54x3	½	27
28	You	D.B-L	B-L 51	U	4	No	Blo	Tim 58200H	SF	R	7.8	41.7	Shu 5572	L4IH	....FD	Ros	7x2½x⅝	.....	P	Opt	Opt	32	40x2½	50x3	½	28
29	You	D.B-L	B-L 51	U	4	No	Blo	Tim 65001	WF	R	7.5	40.0	Shu 5572	L4IH	....FD	Ros	7x2½x⅝	.....	P	Opt	Opt	32	40x2½	50x3	½	29
30	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.6	35.3	Col	L4IHV	386CD	Ros	7½x3x¼	.....	T	108	69	34	40x2½	54x3	½	30
31	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu	L4IHV	356CD	Ros	7½x3x¼	.....	T	142	84	34	40x2½	54x3	½	31
32	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu	L4IHV	380CD	Ros	7½x3x¼	.....	T	142	84	34	40x2½	54x3	½	32
33	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	389CD	Ros	8x3x¼	.....	T	142	84	34	40x2½	54x3	½	33
34	Chi	D.B-L	B-L 35	U	4	No	Spi 3	Tim 58000H	BF	R	6.83	36.5	Tim 15733H	L4IH	381TX	Ros	7x4x¼	.....	T	.....	.....	33½	41½x2½	54½x3	..	34
35	Per	D.Ful	Ful G U14	U	8	....	Spi	Wis	2F	..	8.05	154	Wis	L4IH	....FD	Ros	10x2½x⅞	.....	C	108	78	30	48x3	48x3	C	35
36	Lon	D.Ful	Ful	U	5	No	Blo	Tim 65706Dh	WF	..	8.5	63.0	Tim 15733 H	L4IH	584FX	Han	7x3½x¼	.....	P	156	97½	34	42x2½	54x3	..	36
37	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394FX	Han	6x3x¼	.....	P	144	90	34	40x2¼	50x3	..	37
38	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 58200	BF	H	Opt	Opt	Tim 15733H	L4IH	660TX	Ros	7x3½x¼	.....	T	144	88	34	40x2½	54x3	½	38
39	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 65200	WF	H	Opt	Opt	Tim 15733H	L4IH	660TX	Ros	7x3½x¼	.....	T	144	97	34	40x2½	54x3	½	39
40	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	H	6.16	46.7	Tim 14703H	L4IH	354TX	Ros	7x4x¼	.....	C	108½	62½	35	42x2½	56x3	½	40
41	G&O	D.Own	Cov	U	4	No	Spi 3	Tim 58000 H	SF	H	Opt	Opt	Shu 5582B	L4IHV	390TD	Ros	6½x3x¼	.....	C	138	84⅜	34	45½x2½	56x3	½	41
42	G&O	D.Cov	Cov	U	4	No	Spi 3	Wis 6537B-L	2F	H	Opt	Opt	Shu 5582B	L4IHV	390TD	Ros	6½x3x¼	.....	C	138	89⅛	34	40x2½	56x3	½	42
43	Own	D.Ful	FulMGU14	U	4	....	Blo3-4	Wis 8817	2F	R	7.85	51.0	Shu 5550	W2IM	538CX	Ros	7x2½x¼	.....	C	192	104	31	46x2½	54x3	½	43
44	Own	D.Ful	FulMGU14	U	4	....	Blo3-4	Wis 8817	2F	R	7.85	51.0	Shu 5550	W2IMV	538CX	Ros	7x2½x¼	.....	C	192	104	31	46x2½	54x3	½	44
45	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56000 H	WF	H	4.88	20.6	Tim 14700 H	L4IH	....TX	Ros	6x3x¼	.....	C	167⅓	99⅛	.....	41x2½	56x3	½	45
46	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 58000 H	SF	H	6.83	41.3	Cla F304	L4IHV	659TI	Ros	6x3½x¼	.....	C	119	71	34	40x2¼	51¾x3	½	46
47	Lon	P.B&B	Own	A	4	No	P-S4	Tim 65001H	WF	H	6.75	40.8	Cla F304	L4IHV	659TI	Ros	6x3½x¼	.....	C	119	71	34	40x2¼	51¾x3	½	47
48	Lon	D.B-L	B-L 35	U	4	No	Blo 3	Tim 54200H	SF	R	5.83	31.2	Tim 14703H	L4IH	452CD	Ros	6x2½x¼	.....	C	120	79	32	43x2½	54x3	½	48
49	Lon	D.B-L	B-L 35	U	4	No	Blo 3	Tim 54200H	SF	R	5.83	31.2	Tim 14703H	L4IH	452CD	Ros	6x2½x¼	.....	C	120	79	32	43x2½	54x3	N	49
50	Lon	D.B-L	B-L 51	A	4	No	Blo 4	Tim 56200H	SF	R	6.16	32.9	Tim 14703H	L4IHV	577TD	Ros	6½x2½x¼	.....	C	144	78⅜	32	43x2½	54x3	N	50
51	Per	D.B-L	B-L 60	A	7	R1	Blo 4	Own	BF	H	6.95	84.7	Own	O4XM	2522I	Ros	5¼x2¼x¼	.....	C	115	80	36	42¾x2½	52¾x2½	N	51
52	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394FX	Han	6x3x¼	.....	P	144	90	34	40x2¼	50x3	..	52
53	Lon	D.Ful	Ful	U	5	No	Blo	Tim 65706Dh	WF	..	8.5	63.0	Tim 15733 H	L4IH	584FX	Han	7x3½x¼	.....	P	156	97½	34	42x2½	54x3	..	53
54	Lon	D.Own	Mun	U	4	No	Spi	Eat 1717	S1½	H	6.57	33.4	Eat 433F	B4IM	524TX	Jac	6¼x3x¼	.....	P	107	59	34	38x2½	50x3	½	54
55	Per	D.Jon	Cov W-4	U	4	No	Blo	Wis 56000H	BF	H	5.2	31.7	Col 5500	L4IHV	339TX	Ros	7x2½x¼	.....	C	120	77¼	34	42x2¼	56x3	½	55
56	You	D.B-L	B-L 314	U	4	No	Spi	Tim 64800- H	WF	H	6.4	42.2	Tim 14703H	L4IHV	354TX	Ros	6x2½x¼	.....	C	144	87¼	34	42x2¼	52x3	..	56
57	You	D.B-L	B-L 35	U	4	No	Blo	Tim 56001H	WF	H	6.75	36.0	Tim 15733H	L4IHN	400TX	Ros	6½x3¼x¼	.....	C	120	72¼	34	42x2½	56x3	..	57
58	Chi	D.B-L	B-L 35	U	4	No	Blo	Tim 56200H	BF	R	....	....	Tim 14703H	L4IHV	....TD	Ros	7x3½x¼	.....	C	120	.....	34	41x2¼	50x2½	N	58
59	You	D.B-L	B-L 35	U	4	....	Blo 3	Wis 4610	2F	H	5.98	31.9	Shu 550	W2IM	2882I	Ros	8x3x¼	.....	C	.....	.....	31½	41x2½	54½x3	¼	59
60	You	D.B-L	B-L 51	U	4	....	Blo	Wis 8800B	2F	H	7.85	42.0	Shu 550	W2IM	6132I	Ros	6x3 1/4x1 1/2	.....	I	78	57½	....	41 1/4x2½	41¼x3	¼	60
61	You	D.B-L	B-L 51	U	5	U 7	Blo	Wis 8800B	2F	H	7.85	46.8	Shu 5550	W2IM	6132I	Ros	6x3 1/4x1 1/2	.....	I	78	57½	....	41 1/4x2½	41¼x3	¼	61
62	G&O	D.B-L	B-L 35	U	4	No	Spi 3	Wis	2F	R	6.6	35.3	Col	L4IHV	656CD	Ros	7½x3x¼	.....	I	108	69	34	40x2½	54x3	½	62
63	G&O	D.B-L	B-L 554	U	4	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380TD	Ros	8x3x¼	.....	T	142	84	34	40x2½	54x3	½	63
64	Lon	P.B&B	B-L 35	U	4	No	Spi 2	Cla	S1½	R	8.00	42.8	Shu	K2M	460TX	Ros	6¼x3¼x1¼	.....	C	87½	56¾	34	40x2½	50x3	N	64
65	Lon	P.B&B	B-L 55	U	4	No	Spi 2	Cla	S1½	R	8.00	42.8	Shu	K2M	460TX	Ros	7x3x¼	.....	C	138	83	34	40x2½	50x3	N	65
66	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu	L4IHV	380CD	Ros	7½x3x¼	.....	T	142	84	34	40x2½	54x3	½	66
67	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu.	L4IHV	380CD	Ros	7½x3x¼	.....	T	142	84	34	40x2½	54x3	½	67
68	Own	P.Own	Own	U	5	No	Own	Eat 54	2F	H	6.85	60.5	Eat 54F	BE4IM	7264I	Own	7x3x¼	.....	T	106½	73¼	34	41½x3	56x3½	¼	68
69	Own	P.Own	Own	U	5	No	Own	Own 1200	2F	H	6.85	60.5	Own 400	BE4IM	7102I	Own	7x3x¼	.....	T	106½	73¼	34	41½x3	56x3½	¼	69
70	Own	P.Own	Own	U	5	No	Own	Own	CD	R	7.22	63.8	Eat 54F	BO4IM	7324I	Own	7x3x¼	.....	T	106½	73¼	34	41½x3	50x3	½	70
71	Per	P.B-L	B-L 314	U	4	No	Spi	Tim 58200-H	SF	H	6.83	36.6	Tim 14703- H	L4IH	399TD	Ros	8x2½x¼	.....	C	126	87	31½	40x2½	52x3	½	71
72	Own	D.B-L	B-L 55	U	4	No	Spi	Tim 64800H	WF	R	6.25	33.4	Tim 14703 H	L4IH	574TD	Ros	7½x3x¼	.....	T	144	97	34	3 x2½	52x2½	¼	72
73	..	D.B-L	B-L	U	4	....	Spi	Tim 56000H	BF	..	6.17	....	Tim 14703H	L4IH	....	Ros	7½x3¼x¼	.....	..	.....	.....	.....	38x2½	52x3	..	73
74	Per	D.Ful	FulMGU14	U	4	No	Spi 3	Tim 56200H	SF	R	6.17	40.9	Tim 14706H	L4IHV	....FD	Han	8x3x¼	.....	C	137½	90	32	39x2½	60x3	½	74
75	Mod	D.B-L	B-L 51	U	4	No	Spi 5	Wis 8817	2F	R	7.29	39.1	Shu 510	W2IM	678FD	Ros	6x2½x¼	.....	C	106	65	33	40x2½	56x3	½	75
76	Per	D.B-L	B-L 35	U	4	No	Spi 3	Tim 56200H	B-F	H	6.80	37.4	Tim 14703	L4IH	650TD	.....	7x3¼x¼	.....	C	Opt	Opt	34	38x2¼	54x2½	½	76
77	Chi	D.B-L	B-L 314	U	4	No	Spi 3	Tim 65200H	WF	..	7.5	49.5	Tim 15733H	L4IHV	648TX	Ros	7x4x¼	.....	C	128	81	34	39x2½	53x3	N	77
78	Chi	D.B-L	B-L 314	U	4	No	Spi 3	Tim 65200H	WF	..	6.2	40.9	Tim 15733H	L4IH	648TX	Ros	7x4x¼	.....	C	128	81	34	39x2½	53x3	N	78
79	You	D.Ful	FulMGU14	U	4	No	Blo 3	Wis 6617	2F	R	5.33	34.6	Shu 5510	W2IM	2502I	Ros	6x3½x⅞	.....	I	84	49	33¼	40x2½	54x3	..	79
80	You	D.Ful	Ful MGU	U	4	No	Blo 3	Wis 6787-L	2F	R	6.41	41.6	Shu 5429	L4IH	....TD	Ros	6x3½x⅞	.....	I	84	53½	31	40x2½	54x3	..	80
81	Lon	D.B-L	B-L 35	U	4	....	Blo	Own 30	2R	..	6.45	34.5	Tim 14704 H	L4IH	394FX	Han	6x3x¼	.....	P	144	90	34	40x2¼	50x3	..	81
82	Lon	D.B-L	B-L 51-5	U	4	No	Blo	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584FX	Han	7x3½x¼	.....	P	144	82	34	40x2¼	54x3	..	82
83	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 15733 H	L4IH	584FX	.....	7x3½x¼	.....	P	156	97½	34	42x2½	54x3	..	83
84	You	D.B-L	B-L 35	U	4	No	Spi	Tim 56000	BF	H	5.83	31.2	Tim 12703 H	L4IHV	578TX	Ros	6x3x¼	.....	P	Opt	Opt	31½	40x2½	50x3	¼	84
85	Own	D.B-L	B-L 35	U	4	....	.....	Tim 56200H	SF	..	Opt	Opt	Tim 14703H	L4IH	578....	Ros	.....	.....	P	120	78½	.....	41x2¼	50x2½	..	85
86	Lon	D.B-L	B-L 35	U	4	....	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394FX	Han	6x3x4¼	.....	P	144	90	34	40x2½	50x3	..	86
87	Lon	D.Ful	Ful	U	5	No	Blo	Ti' 65706D H	WF	..	8.5	63.0	Tim 15733 H	L4IH	584FX	Han	7x3½x¼	.....	P	156	97½	34	42x2½	54x3	..	87
88	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 56000 H	BS	R	7.4	39.7	Tim 12703 H	L4IH	306TX	Ros	5½x2¾x¼	.....	C	124½	70½	33½	10x3	54x3	½	88
89	Own	D.Ful	Ful	U	4	No	Spi 3	Tim	WF	R	7.25	47.5	Tim	B4IM	....TX	Ros	7¼x2¾x¼	.....	C	137½	80¼	32	40x3	56x3	½	89
90	Mod	D.Ful	Ful	U	4	No	Spi 3	Cla	SF	R	7.25	47.6	Cla	B4IM	....TX	Ros	7¼x2¾x¼	.....	C	113½	80¼	32	38x2¼	50x3	..	90
91	Lon	D.Lon	Ful	U	4	No	Spi	Eat	S1½	H	5.11	24.6	Eat	B4IMV	444TD	Ros	8¼x3x½	.....	C	117½	65¾	41½	38x2½	56½x3	N	91
92	Lon	D.Lon	Ful	U	4	No	Spi	Eat	S1½	H	5.11	24.6	Eat	B4IMV	444TD	Ros	8¼x3x½	.....	C	143⅝	91¼	41½	38x2½	56½x3	N	92
93	.....	P.Own	Own 4B	U	4	No	Spi 3	Own 8C	S1½	H	5.18	33.9	Own 8D	L4IHV	479FX	Ros	9½x3½x¼	.....	C	156¾	96½	45	46x3	60x3	N	93
94	Own	P.Own	OwnGRBA	U	4	No	Spi 3	Own 51A	S1½	R	7.14	35.6	Own 51A	O2IM	335FV	Own	8x3x¼	.....	C	178¾	84¾	34	40½x2½	54¾x3	N	94
																							3 Ton			
95	.....	P.Own	Own 8B	U	4	No	Spi 3	Own 7CB	S1¼	H	5.67	23.4	Own 7D	L4IH	2111TX	Han	6¼x3¼x1¼	.....	C	115⅞	68⅞	34½	41x2½	54x3	N	95
96	You	D.B-L	B-L 51	U	5	No	S-T 3	Own 30R	WF	H	6.8	38.7	Shu 5550	O2IMV	342RI	Ros	7x2¼x¼	.....	C	141½	78½	30	40x2½	56x3	½	96
97	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 56001H	BF	H	6.3	28.3	Tim 14703H	L4IHV	578TX	Ros	6x2½x¼	.....	C	Var	76	32	41x2¼	54x3	..	97
98	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 63720H	WF	H	6.0	32.1	Tim 14703H	L4IHV	578TX	Ros	6x2½x¼	.....	C	Var	76	32	41x2½	54x3	..	98
99	Per	D.B-L	B-L 60-4	A	4	No	Blo	Tim 65706Dh	WF	R	7.75	41.5	Tim 15733H	L4IH	7662RI	Ros	7x3½x¼	.....	C	156	96½	34	40x2½	54x3	½	99
100	Per	D.B-L	B-L 51-5	U	5	No	Blo	Wis 69410L	2F	H	6.3	37.5	Shu 55723	L4IH	7662RI	Ros	6x3½x¼	.....	C	204	130½	34	40x2½	60x3	½	100
101	Own	D.Own	Own 2R	A	4	No	Own	Own 2R	2F	T	7.57	40.6	Own 2R	O2FXM	....2X	.....	8x2½x¼	.....	T	Opt	Opt	33	38x2½	52x3	N	101
102	G&O	P.B&B	Own	A	4	U 2	Spi	Tim 66704BY	WF	R	6.5	49.0	Tim 15733BY	B4IM	....TD	Ros	9x2½x¼	.....	T	.....	.....	33	42x2½	54x3	¼	102
103	G&O	P.B&B	Own	A	4	U 2	Spi	Tim 65706BY	WF	H	6.00	66.0	Tim 15733BY	B4IM	....TD	Ros	9x2½x¼	.....	T	Opt	Opt	33	42x2½	54x3	¼	103
104	Own	D.B-L	B-L 35	U	4	No	Spi	Tim 56000 H	2F	H	....	....	Tim 14703 H	L4IH	....CD	Ros	7x3x¼	.....	T	.....	.....	.....	40x2½	62½x2½	½	104
105	You	D.B-L	B-L	U	4	No	Spi	Tim 65001 H	WF	H	7.1	37.4	Tim 14703 H	L4IHV	275TD	Ros	7x3¼x¼	.....	C	148½	90½	34	41½x3	54x3½	½	105
106	Own	dp.Lon	Own T	U	4	No	Spi	Own H	2F	H	7.67	48.6	Own J	O2IM	3282I	Ros	7x2½x¼	.....	C	135½	76	34½	41x2¼	53x3	½	106
107	Own	dp.Lon	Own T	U	4	No	Spi	Own H	2F	H	6.95	44.0	Own J	O2IM	3282I	Ros	7x2½x¼	.....	C	135½	76	34½	41x2¼	53x3	½	107
108	Own	dp.Lon	Own T	U	4	Opt	Spi	Own H	2F	H	6.95	44.0	Own J	O2IM	328TD	Ros	7x2½x¼	.....	C	133½	74½	34½	41x2¼	53x3	½	108
109	You	D.B-L	B-L 51	U	5	No	Blo	Tim 65720	WF	R	8.5	50.5	Shu 5572	L4IH	....FD	Ros	7x2½x⅝	.....	P	Opt	Opt	32	40x2½	50x3	½	109
110	You	D.B-L	B-L 60	A	7	No	Blo	Tim 65720	WF	R	8.5	80.7	Shu 5572	L4IH	....FD	Ros	7x2½x⅝	.....	P	Opt	Opt	32	40x2½	50x3	½	110
111	G&O	.....	.....	U	5	No	Spi 3	Wis	2F	R	6.41	45.3	Shu	L4IHV	380CD	Ros	8x3x¼	.....	T	142	84	34	40x2½	54x3	½	111
112	Lon	P.B&B	B-L	A	7	No	Spi 2	Tim	WF	R	7.75	78.6	Shu	T2IMV	500CD	Ros	7x3x¼	.....	C	132	83	34	40x2½	50x3	½	112
113	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.8	49.5	Shu	L4IHV	471CD	Ros	8½x3x¼	.....	T	142	84	34½	40x2½	54x3	½	113

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	3 Ton—Cont'd																									
1	Chicago...1-26-A2½-3	....	154	202	.....	5928	B 7.50/20	DB7.50/20	Wau 6ML	6-4x4¾	358	38.4	77–2200	L	G	C	2⅝	12½	7	FP	Wa	Zen	M	A-L	A-L	1
2	Clinton.....65	....	184	Op	14500	5925	S 34x5°	DS34x5°	Bud ETU	4-4¼x5½	312.0	28.9	49–1900	L	G	C	2¾r	10⅞	3	PC	Bu	Zen	V	Spl	D-R	2
3	Clinton.....65-6	....	154	....	15175	.....	P 38x7	DP38x7	Bud DW 6	6-3¾x5	330.0	33.7	73–2400	L	G	C	2½	9	4	FP	No	Zen	V	Spl	D-R	3
4	Coleman.....D40	....	130	180	16600	8500	P 40x8	P 40x8	Bud DW 6	6-3¾x5	330.0	33.7	72–2600	L	G	C	2½	9	4	FP	No	Str	V	D-R	D-R	4
5	Commerce.....60	4680	175	192	.....	7100	P 36x6	DP38x7	Bud BA-6	6-4½x5½	410.9	40.8	73–2000	L	G	C	2½	9¼	4	PC	Bu	Zen	V	A-L	A-L	5
6	Concord.....JX-6	4200	154	174	17200	6700	P 34x7	DP34x7	Bud DW 6	6-3¾x5	330.0	33.7	73–2100	L	G	C	2½	9¼	4	PC	Bu	Zen	V	A-L	A-L	6
7	Corbitt 3-4 T.....18W6		178	230	19000	6780	P 36x8	DP36x8	Con 18R	6-4x4½	340.0	38.4	82–2400	H	C	C	2¾	12⅞	...	FP	No	Zen	V	D-R	D-R	7
8	Day-Elder.....160	3695	156	204	16000	6600	B 7.50/20	DB9.00/20	Con 18R	6-4x4½	339.3	38.4	81–2400	H	C	N	2¾	13⅞	7	FP	Co	Zen	M	D-R	D-R	8
9	Diamond T.....504	2925	167	208	16500	6400	B 8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	382.9	43.3	84–2200	L	G	C	2¾	...	7	PC	Ha	Zen	V	A-L	A-L	9
10	Diamond T.....602	3440	169	231	19000	7500	P 36x8	DP36x8	Her YXC	6-4⅜x4¾	428.4	45.9	94–2200	L	G	C	3	15	7	PC	Ha	Zen	G	A-L	A-L	10
11	Diamond T.....606	3500	76	242	19000	7500	P 36x8	DP36x8	Her YXC	6-4⅜x4¾	428.4	45.9	94–2200	L	G	C	3	15	7	PC	Ha	Zen	G	A-L	A-L	11
12	Dodge Bros.....F-60	2645	146	146	18979	5543	P 32x6	DP32x6	Own	6-3⅝x5	309.6	31.5	96–3000	L	G	A	2⅝	11¾	7	FP	Ha	Zen	M	D-R	D.R	12
13	Dodge Bros.....F-61	2575	170	170	19429	5831	P 32x6	DP32x6	Own	6-3⅝x5	309.6	31.5	96–3000	L	G	A	2⅝	11¾	7	FP	Ha	Zen	M	D-R	D-R	13
14	Dodge Bros.....F-62	2695	195	195	19879	5901	P 32x6	DP32x6	Own	6-3⅝x5	309.6	31.5	96–3000	L	G	A	2⅝	11¾	7	FP	Ha	Zen	M	D-R	D-R	14
15	Dodge Bros.....		165	185	.....	4720	P 32x6	DP34x7	Own	6-3⅝x4½	.....	27.3	78–	L	G	C	...	...	...	...	...	...	...	...	...	15
16	Douglas.....D4	4010	186	Op	20000	6500	S 36x5°	S 36x10°	Bud YBU-I	4-4½x6	381.0	32.4	50–1400	L	G	C	2⅝	9¾	3	PC	Bu	Zen	E	L-N	L-N	16
17	Douglas.....D6	4430	186	Op	20000	6800	P 36x6	DP38x7	Bud BUS	6-4x5½	386.4	38.4	78–2300	L	G	C	2¾	9¾	3	PC	Bu	Zen	E	L-N	L-N	17
18	Douglas.....D6 5p.	5500	216	Op	22000	7560	P 38x7	DP40x8	Bud BA6	6-4½x5½	411.0	40.8	83–2100	L	G	C	2½	10⅛	4	PC	Bu	Zen	E	L-N	L-N	18
19	Duplex.....FAC	4250	166	...	16000	7200	S 34x5	S 36x8	Bud EBU-I	4-4¼x5½	312.0	28.9	57–2100	L	G	C	3⅛r	10⅛	3	PS	No	Zen	V	Eis	A-L	19
20	Duplex.....SAC	4750	166	...	16000	7400	S 34x5	S 36x8	Bud BA 6	6-4½x5½	411.0	40.8	78–2250	L	G	C	3½r	9⅞	4	FP	No	Zen	V	A-L	A-L	20
21	Fageol.....340	4750	182	200	18500	7820	P 36x6	DP36x6	Wau CU	4-4⅜x5¾	346.0	33.7	48–1700	L	G	A	2½r	9	3	PC	Wa	Zen	V	D-R	D-R	21
22	Fageol.....365	4200	182	200	15500	7250	P 36x6	DP36x6	Wau KU	6-4¼x4¾	404.0	38.4	87–2500	L	G	A	3	13¾	7	PC	Wa	Zen	V	D-R	D-R	22
23	Fageol.....370	5200	182	200	18500	8080	P 36x6	DP36x6	Wau SRL	6-4⅜x5½	462.0	43.3	89–2,00	L	G	A	3	13⅞	7	PC	Wa	Zen	V	D-R	D-R	23
24	Federal T10B 2½-3 T.	2740	165	201	16000	6550	P 34x7	DP34x7	Con 16R	6-4x4½	311	38.4	75–2200	H	C	C	2¾	13⅛	7	PC	KP	Zen	M	D-R	D-R	24
25	Federal T10-W 2½-3 T.	2915	165	201	16000	6550	P 34x7	DP34x7	Con 16R	6-4x4½	311	38.4	75–2200	H	C	C	2¾	13⅛	7	PC	KP	Zen	M	D-R	D-R	25
26	Fisher-Stand. H. D. 6	....	155	206	18000	6200	P 34x7	DP34x7	Con 16R	6-4x4½	311	38.4	73–2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	26
27	Fisher-Stand. H. D. 6	....	155	206	18000	6200	P 34x7	DP34x7	Con 18R	6-4x4½	339.3	38.4	81–2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	27
28	Freeman.....DW144	4900	144	.....	.....	7560	P 34x7	DP34x7	Bud DW 6	6-3¾x5	330.0	33.7	73–2400	L	G	C	2½	9	4	PC	Bu	Str	E	R-Bo	...	28
29	Freeman DW186 3-3½	5100	....	186	.....	7800	P 34x7	DP34x7	Bud DW 6	6-3¾x5	330.0	33.7	73–2400	L	G	C	2½	9	4	PC	Bu	Str	E	R-Bo	R-Bo	29
30	F.W.D.....B	4200	124	156	13960	6460	S 36x6	S 36x6	Own A	4-4⅜x5½	398.0	36.1	56–1350	T	G	C	2	12	3	PC	Pe	Str	G	Eis	N-E	30
31	Garford.....60	4680	175	192	.....	7100	P 36x6	DP38x7	Bud BA6	6-4½x5½	410.9	40.8	73–2000	L	G	C	2½	9¼	4	PC	Bu	Zen	V	A-L	A-L	31
32	Gen.Mot. T44-4403(C)	2080	141	181	14000	5005	P 36x6	DP36x6	Buick	6-3⅛x4⅜	257.5	28.3	76–2500	H	G	C	2¾	8¾	4	PC	Ha	Mar	M	D-R	D-R	32
33	Gramm.....E-330	....	160	196	16000	5500	B 8.25/20	DB8.25/20	Lyc TS	6-3⅛x5	353.8	36.2	98–2700	L	G	A	2¾	10	4	PC	No	Zen	M	A-L	A-L	33
34	Gramm.....EY-190	....	190	190	16000	6750	B 7.50/20	DB7.50/20	Con 20-R	6-4½x4¾	380.8	40.8	90–2200	H	C	C	2¾	13⅛	7	PC	No	Zen	M	A-L	A-L	34
35	Gramm.....35	....	153	200	15200	7200	S 36x5°	S 36x10°	Lyc TS	6-3⅞x5	353.8	36.2	90–2200	L	G	A	2¾	10	4	PC	Ha	Zen	M	A-L	A-L	35
036	Gramm.....38 Lowbed	....	153	200	15200	7200	S 36x5°	S 36x10°	Lyc TS	6-3¾x5	353.8	36.2	90–2200	L	G	A	2¾	10	4	PC	Ha	Zen	M	A-L	A-L	36
37	Gramm-Bernstein...A	....	162	212	18500	7450	P 36x8	DP36x8	Con 18R	6-4x4½	339.3	38.4	82–2400	H	C	C	2¾	13⅛	7	FP	Ha	Zen	V	A-L	A-L	37
38	Gramm-Bernstein B6X	....	145	185	12500	4780	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248.3	27.3	66–2900	L	C	C	2⅜	10⅞	7	FP	No	Zen	V	A-L	A-L	38
39	Gramm-Bernstein B6X	....	144	184	12500	4765	P 32x6	DP32x6	Con 16C	6-3⅜x4⅜	248.3	27.3	66–2900	L	C	C	2⅜	10⅞	7	FP	No	Zen	V	A-L	A-L	39
40	Gramm-Bernstein C6	....	150	201	15500	5920	S 36x4°	DS36x4°	Con 6B	6-3¾x5	331.4	33.7	70–2200	L	G	C	2⅜	9¾	4	FP	Pe	Str	V	Eis	A-L	40
41	Gramm-Bernstein DX	....	152	212	15500	6600	P 34x7	DP34x7	Con 16R	6-4x4½	311.0	38.4	73–2400	L	C	C	2¾	13⅛	7	FP	Ha	Zen	V	A-L	A-L	41
42	Hahn.....47HB	....	151	..	15500	7200	P 34x7	DP34x7	Con 18R	6-4x4½	339.2	38.4	82–2400	H	C	N	2¾	...	7	FP	No	Zen	V	A-L	A-L	42
43	Hug.....67	....	120	....	16660	.....	P 34x7	DP34x7	Bud H298	6-3¾x4½	298.2	33.7	86–3000	L	G	C	3	9⅞	7	PC	Bu	Zen	M	A-L	D-R	43
44	Hug.....41	....	150	195	15600	6200	P 34x7	DP34x7	Bud DW6	6-3¾x5	330.0	33.7	70–2100	L	G	C	2½	9	4	PC	Bu	Zen	V	A-L	D-R	44
45	Hug.....86	....	127	127	16960	6410	P 36x6	DP36x6	Bud DW6	6-3¾x5	330.0	33.7	70–2100	L	G	C	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R	45
46	Hug.....486	....	150	195	.....	6430	P 34x7	DP34x7	Bud DW6	6-3¾x5	330.0	33.7	70–2100	L	G	C	2½	9	4	PC	Bu	Zen	V	A-L	D-R	46
47	Indiana.....127AW	....	150	150	20000	7000	P 34x7	DP34x7	Her	4-4¼x5⅝	326.3	28.9	54–1600	L	G	C	3	10⅜	3	CC	Pe	Str	V	Eis	...	47
48	Indiana.....175	....	170	224	17500	7200	P 34x7	DP34x7	Con	6-4⅜x4¾	427.5	45.9	100–2400	H	G	C	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	48
49	Indiana.....627AW	....	156	156	20000	7205	P 34x7	DP34x7	Wis	4-4x5	377.0	28.9	72–2000	H	G	C	N	10⅜	3	CC	KP	Str	M	...	...	49
50	Indiana.....190	....	168	204	19000	7625	P 34x7	DP34x7	Con	6-4½x4¼	380.9	40.8	89–2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	50
51	Indiana.....195	....	170	224	19500	7500	P 34x7	DP34x7	Con	6-4½x4¾	380.9	40.8	89–2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	51
52	International.....A-5	....	156	210	.....	5606	P 34x7	DP34x7	Own FBB	6-3⅝x4½	279	31.5	65–2800	H	G	C	2½	13⅛	7	PC	Ha	Zen	V	D-R	D-R	52
53	International.....A-6	....	156	210	.....	5756	P 34x7	DP34x7	Own FBB	6-3⅜x4½	279	31.5	65–2800	H	G	C	2½	13½	7	PC	Ha	Zen	V	D-R	D-R	53
54	Kenworth.....165	3600	158	171	16500	5400	P 38x9	DP38x9	Her WXC 2	6-4¼x4½	339.0	40.3	76–2400	L	G	C	2¾	10¾	4	PC	Ha	Zen	v	D-R	D-R	54
55	Kenworth.....184	3450	164	206	18500	7400	B 9.00/20	DB9.00/20	Her WXC2	6-4½x4½	360.8	40.3	76–2400	L	G	C	2¾	10¾	4	PC	Ha	Zen	V	A-L	D-R	55
56	Kenworth.....185	4750	183	211	18500	7300	P 36x8	DP36x8	Her YXC	6-4⅜x4¾	425.4	45.9	94–2200	L	G	C	3	15	7	PC	Ha	Zen	V	A-L	D-R	56
57	Kleiber.....65	4000	190	192	15500	6200	P 34x7	DP 34x7	Con 18R	6-4x4½	339.2	38.4	82–2400	L	C	C	2¾	13	7	FP	No	Str	G	R-Bo	A-Bo	57
58	Kleiber.....58	35.0	190	190	14500	6050	P 34x7	DP34x7	Con	6-4x4½	311.8	38.4	74–2400	H	C	C	2¾	13	7	FP	No	Str	V	D-R	D-R	58
59	LaFra.-Republic...F2	....	174	198	13000	5400	P 32x6	DP32x6	Lyc TF	6-3⅝x5	309.6	31.2	83–2800	L	G	C	2¾	10	4	PC	No	Zen	V	A-L	A-L	59
60	Lange.....H	5150	151	187	19000	6850	P 36x8	DP36x8	Her YXC	6-4⅜x4¾	428	45.9	94–2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	60
61	Lange.....M	5200	140	222	21000	7450	P 38x7	DP38x7	Her YXC	6-4⅜x4¾	428	45.9	94–2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	61
62	Larrabee.....55	3740	155	191	16155	6730	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	339.3	38.4	82–2400	H	C	C	2¾	13⅛	7	FP	No	Zen	G	D-R	D-R	62
63	LeMoon.....HB30	3950	169	199	17000	6400	P 36x8	DP36x8	Wau 6KU	6-4¼x4¾	404	43.3	80–2000	L	G	C	3	...	4	PC	Wa	Str	G	A-L	A-L	63
64	Maccar.....56	....	153	194	15600	6500	P 34x7	DP34x7	Bud DW6	6-3¾x5	331.3	33.7	73–2100	L	G	C	2½	...	4	PC	Bu	Str	V	D-R	D-R	64
65	Mack AB 2½-3 Ton..	3500	147	219	.....	.....	S 36x4	S 38x8	Own AB	4-4½x5	283.7	28.9	60–2200	L	G	S	3	8	3	PS	On	Str	V	R-Bo	...	65
66	Mack AB 2½-3 Ton..	3950	147	219	.....	.....	S 36x4	S 36x8	Own AB	4-4½x5	283.7	28.9	60–2200	L	G	S	3	8	3	PS	On	Str	V	R-Bo	...	66
67	Mack AB 2½-3 Ton..	4300	147	219	.....	.....	P 34x7	DP34x7	Own BG	6-3⅝x5	309.6	31.5	75–2600	L	G	A	2⅝	10⅜	7	FP	Ha	Str	V	N-E	N-E	67
68	Mack AB 2½-3 Ton..	4750	147	219	.....	.....	P 34x7	DP34x7	Own BG	6-3⅝x5	309.6	31.5	75–2600	L	G	A	2⅝	10⅜	7	FP	Ha	Str	V	N-E	N-E	68
69	Moreland.....B7	2520	184	....	12000	4750	P 32x6	DP32x6	Her WXB	6-3¾x4½	298.2	33.7	67–2400	L	C	C	2⅜	13¼	7	PC	No	Zen	M	A-L	A-L	69
70	Noble.....156C	3350	176	204	14475	5975	P 34x7	DP34x7	Con 18R	6-4x4½	340.0	38.4	82–2400	H	C	N	2¾	13⅛	7	FP	Co	Str	V	A-L	A-L	70
71	Omort.....300	....	130	Op	16000	6300	P 34x7	DP34x7	Her OXC	4-4¼x5	283.5	28.9	56–2000	L	G	C	3	...	...	PC	No	Zen	V	A-L	A-L	71
72	Omort.....3005	....	130	Op	16500	6500	P 34x7	DP34x7	Her WXB	6-3¾x4¼	298.2	33.7	66–2400	L	G	C	2¾	13¼	7	PC	No	Zen	V	A-L	A-L	72
73	Omort.....30	....	134	148	17000	6600	P 34x7	DP34x7	Her WXB	6-3¾x4½	298.2	33.7	66–2400	L	G	C	2⅜	13¼	7	PC	No	Zen	M	A-L	A-L	73
74	Pierce-Arrow.....XB	3750	150	180	.....	6280	S 36x5°	DS36x5°	Own XB	4-4x5½	276.5	25.6	...	T	...	...	...	...	...	FP	On	Str	P	D-R	D-R	74
75	Relay.....50	4130	161	.....	.....	7200	P 36x6	DP40x8	Bud DW6	6-3¾x5	330.0	33.7	73–2200	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	75
76	Relay.....60DP	4595	175	192	.....	7500	P 36x6	DP38x7	Bud BA6	6-4½x5½	410.9	40.8	...	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	76
77	Relay.....80	5330	175	192	.....	8400	P 36x6	S 40x10	Bud BA6	6-4½x5½	411.0	40.8	83–2000	L	G	C	2½	...	4	PC	Bu	Zen	V	A-L	A-L	77
78	Reo.....GA	2035	163	...	.....	4625	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	67–2800	L	C	A	2¼	12⅛	7	PC	No	Sch	V	D-R	D-R	78
79	Reo.....GC	2140	179	...	.....	4850	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	67–2800	L	C	A	2¼	12⅛	7	PC	No	Sch	V	D-R	D-R	79
80	Reo.....GD	2085	144	...	.....	4570	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	67–2800	L	C	A	2¼	12⅛	7	PC	No	Sch	V	D-R	D-R	80
81	Reo.....GCS	2375	210	210	.....	5320	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	67–2800	L	C	A	2¼	12⅛	7	PC	No	Sch	V	D-R	D-R	81
82	Schacht DeLuxe....25	....	160	199	13000	5600	B 8.25/20	DB8.25/20	Her WXB	6-3¾x4½	298.2	33.7	66–2200	L	G	C	2⅜	13¼	7	PC	...	Zen	V	A-L	A-L	82
83	Selden.....47CB	....	151	184	15500	7200	P 34x7	DP34x7	Con 18R	6-4x4½	339.3	38.4	85–2400	H	C	C	2¾	...	7	FP	No	Str	V	D-R	D-R	83
84	Service.....60	4680	175	192	.....	7100	P 36x6	DP38x7	Bud BA-6	6-4½x5½	410.9	40.8	73–2000	L	G	C	2½	...	4	PC	Bu	Zen	V	A-L	A-L	84
85	Stewart.....33X	3290	165	235	.....	6450	P 34x7	DP34x7	Lyc TS	6-3⅞x5	354.0	36.2	90–2750	L	G	C	2¾	10	4	PS	...	Str	V	D-R	D-R	85
86	Stewart.....35X	2590	.....	220	.....	5800	B 8.25/20	DB8.25/20	Lyc ASD	6-3¾x4½	299.0	33.8	85–	L	G	C	2⅜	9⅛	4	PS	Ha	Str	M	D-R	D-R	86
87	Ward La France .25R	....	193	205	13000	6000	B 7.50/20	DB7.50/20	Wau 6ML	6-4x4¾	358	38.4	77–2200	L	G	C	2⅝	12½	7	FP	Ha	Str	P	D-R	D-R	87
88	Ward La France .25B	....	194	206	13000	6000	B 7.50/20	DB7.50/20	Own	8-3½x4½	322.	36.4	100–2400	L	G	C	2⅜	10¾	...	FP	Ha	Str	P	D-R	D-R	88
89	White.....58	4400	180	195	.....	7797	S 36x5	DS36x5	Own GRB	4-4½x5¾	326.3	28.9	54–1600	L	G	S	3	...	3	FP	No	Zen	V	Eis	...	89
90	Witt-Will.....R3B	3400	159	...	15500	6500	P 34x7	DP34x7	Con 18R	6-4x4½	339.2	38.4	82–2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	90
91	Witt-Will.....R3	....	159	...	15500	6500	P 34x7	DP34x7	Con 18R	6-4x4½	339.2	38.4	82–2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	91
	3½ Ton																									
92	Acme.....45D	3740	125	Op	14050	4850	B 10.50/20	B 10.50/20	Her OXC	4-4¼x5	283.5	28.9	55–2000	L	G	C	2	9¾	3	FP	Pe	Zen	G	Eis	A-L	92
93	Amer. La France...W	....	Op	Op	223	7400	S 36x5	S 36x10	Own 2R	4-4½x6	340.2	28.9	42–1400	L	G	C	2¾	9⅛	3	PS	On	Zen	V	A-Bo	.....	93
94	Amer. La France W2R	4950	Op	.02	.....	8100	S 36x5	Opt	Own	4-4⅜x6	425.3	36.1	.....	L	...	...	...	...	...	PS	On	Zen	V	A-Bo	...	94
95	Amer. LaFrance Chief.	....	Op	Op	.....	7200	P 36x8	DP36x8	Own	6-4½x5½	411.0	40.8	.....	L	...	...	...	...	...	FP	Bu	Zen	V	D-R	D-R	95
96	Autocar.....HS	4600	114	161	24000	6550	P 40x8	DP40x8	Own	4-4½x5½	350.0	32.4	45–1450	L	G	A	2¾	...	2	SP	Bf	Str	G	A-Bo	L-N	96
97	Autocar .3-3½T. SHS	4800	114	161	24000	7900	P 40x8	DP40x8	Own	6-4¼x4¾	404.0	43.4	92–2400	L	G	C	3	14½	7	FP	Ha	Str	G	D-R	L-N	97
98	Autocar .3-3½T. TEA	5350	192	242	22000	8900	P 36x8	DP36x8	Own	6-4¼x4¾	404.0	43.4	92–2400	L	G	C	3	14½	7	FP	Ha	Str	V	D-R	L-N	98
99	Brockway.....195	....	170	224	19500	7500	P 36x8	DP36x8	Con	6-4⅛x4¾	380.9	40.8	85–2400	H	C	N	2¾	13⅞	7	CC	KP	Zen	M	A-L	A-L	99
100	Clinton.....85-6	4400	190	Op	16975	5975	P 34x7	DP34x7	Bud BUS	6-4x5½	386.4	38.4	74–2400	L	G	C	2½	9¼	4	FP	No	Str	V	Spl	D-R	100
101	ColemanD-40X 3½-5t	....	130	154	21100	9700	P 40x8	P 40x8	Bud BA6	6-4½x5½	411.0	40.8	82–2400	L	G	C	2½	9¼	4	PC	Bu	Zen	V	D-R	D-R	101
102	Commerce.....80	5250	175	192	.....	8200	S 36x6	S 36x12	Bud BA6	6-4½x5½	411.0	40.8	85–2400	H	C	C	2½	9¼	4	PC	No	Zen	V	A-L	A-L	102
103	Concord.....JLX-6	4500	202	222	19400	7000	P 34x7	DP34x7	Bud BA6	6-4¼ .5½	411.0	40.8	85–2000	L	G	C	2½	9¼	4	PC	No	Zen	V	A-L	A-L	103
104	Diamond T.....700	3740	172	202	24000	8200	S 36x5	S 36x10	Her YXC	6-4⅜x4¾	428.4	45.9	94–2200	L	G	C	3	15	7	PC	Ha	Zen	G	A-L	A-L	104
105	Duplex.....EF	....	130	....	17000	6500	S 36x8	S 36x8	Bud EBU-I	4-4¼x5½	312.0	28.9	57–2100	L	G	C	2⅜r	10⅛	3	PS	No	Zen	V	Eis	A-L	105
106	Federal....U6-3-3½T	3860	165	218	19000	7220	P 34x7	DP34x7	Con 18R	6-4x4½	339.0	38.4	85–2200	H	C	C	2¾	13⅛	7	PC	KP	Str	M	D R	D-R	106
107	Fisher-Standard Sup. 6	....	157	206	20000	6800	P 34x7	DP34x7	Con 18R	6-4x4½	339.3	38.4	81–2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	107
108	Fisher-Standard Sup. 6	....	157	206	20000	7100	P 34x7	DP34x7	Con 18R	6-4x4½	339.3	38.4	81–2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	108
109	Fisher-Standard Sup. 6	....	157	206	21000	7200	P 36x8	Con 21R	6-4⅜x4¾	427.5	45.9	102–2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	109
110	Fisher-Standard Sup. 6	....	157	206	21000	7500	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	427.5	45.9	102–2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	110
111	Freeman BASP 3½-4 T	5500	144	144	.....	7760	P 38x9	DP38x9	Bud BA6	6-4½x5½	411.0	40.8	78–2250	L	G	C	2½	9¼	4	PC	Bu	Str	E	R-Bo	R-Bo	111
112	F.W.D.....CU-6	5120	148	180	16720	7200	P 38x9	P 38x9	Wau SRS	6-4½x5½	411.	40.8	92–2300	L	G	C	3	13½	7	PC	Wa	Zen	V	Eis	NE	112
113	Garford.....80	5250	175	192	.....	8200	S 36x6	S 36x12	Bud BA6	6-4½x5½	411.0	40.8	85–2400	L	G	C	2½	9¼	4	PC	Bu	Zen	V	A-L	A-L	113
114	Gen. Mot. T60-6202(X)	3035	154	200	16500	6925	P 34x7	DP34x7	Buick	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8⅜	4	PC	Ha	Mar	M	D-R	D-R	114

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Auxiliary Type	Line Number
																						3	Ton–Cont'd			
1	Chi	D.B-L	B-L 35	U	4	No	Spl 3	Tim 65001H	WF	R	7.75	41.5	Tim 15733H	L4IH	381	TX	Ros	7x4x¼	T			33½	41½x2½	54¾x3		1
2	Per	D.B-L	B-L 55	A	4	No	Blo 4	Ti' 65706 HP	WF	R	8.50	45.5	Tim 15302	T2IM	185	2I	Ros	8x3¼x¼	T	Opt	Opt	33¼	43½x3	51½x3	N	2
3	Per	D.B-L	B-L 55	U	4	No	Blo	Ti' 65706 HP	WF	R	Opt	Opt	Tim 15382	T2IH	255	RI	Ros	8x3¼x¼	T	98⅛		33¼	43½x3	51½x3	N	3
4	Per	D.Ful	Ful R U 16	U	8	A2	Spi 5	Wis	2F	H	8.33	159	Wis	W2/4IM		TD	Ros	12x2½x½	T	144	89	30	48x3	48x3		4
5	Lon	Ful	Ful VU	U	5	No	Blo	Tim65706DH	WF		8.5	63.0	Tim 15733H	L4IH	584	FX	Han	7x3½x¼	T	156	97½	34	42x2½	54x3		5
6	Own	D.B-L	B-L 51	U	4	No	Blo	Tim 65706D	WF	R	9.3	49.7	Tim 15300 H	T2IMV	520	TD	Ros	7x3x¼	C	Opt	Opt	32¼	38½x2½	50x3½	½	6
7	Per	D.B-L	B-L 55	U	4	No	Spl	Tim 65706H	WF	H	Opt	Opt	Tim 15733H	L4IHV	768	TD	Ros	8x3½x¼	T	132	92	34	40x2½	54x3	½	7
8	Per	D.B-L	B-L 51	U	4	No	Spl 3	Tim 65200-H	WF	R	6¾	36.1	Tim 15733- H	L4IH	398	TD	Ros	7x4x¼	T	134¾	77⅛	35	42x2½	56x3	½	8
9	G&O	D.Cov	Cov	U	4	No	Spl 3	Tim-Wis	2F	R	Opt	Opt	Shu 5582B	L4IHV		TD	Ros	6½x3x¼	C	126	83⅛	34	45¼x2½	56x3	½	9
10	G&O	D.Cov	Cov	A	4	No	SpP 4	Tim 65706 H	WF	R	Opt	Opt	Shu 5582B	L4IHV	478	TD	Ros	6½x3x¼	C	126	83	34	45¼x2½	56x3	½	10
11	G&O	D.Cov	Cov	U	4	No	Spl 3	Wis 69337L	2F	H	Opt	Opt	Shu 5582B	L4IHV	478	TD	Ros	6½x3x¼	C	150	99¼	34	45¼x2½	56x3	½	11
12	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	8.44	57.8	Own	L4IH	416	CD	Jac	10x3¼	T	99¼	65¾	34	42x3	56x3½	½	12
13	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	7.12	48.8	Own	L4IH	416	CD	Jac	10x3¼	T	149⅛	89¾	34	42x3	56x3½	½	13
14	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	7.12	48.8	Own	L4IH	416	CD	Jac	10x3¼	T	189⅛	114¾	34	42x3	56x3½	½	14
15		P.		U	4	No	3	Own	S½				Own	L4IH				7½x2½x¼	T	132¾	84¾		39x2½	56x3	N	15
16	Own	D.Ful	Ful RU 16	U	4		Blo 4	Wis 892A	2F	R	7.25	34.8	Shu 5550	W2IMV	503	CX	Ros	8x2¼x¼	T	168	98	31	45x3	54x3	½	16
17	Own	D.Ful	Ful RU 16	U	4		Blo 4	Wis 892A	2F	R	7.25	34.8	Shu 5550	W2IMV	503	CX	Ros	8x2¼x¼	T	168	98	31	45x3	54x3	½	17
18	Own	D.Ful	Ful HOG	U	8	A	Blo 4	Wis 1418	2F	H	8.18	76.5	Shu 615	W2IMV	503	CX	Ros	10x2½x	T	223	121	31	45x3	54x4	½	18
19	Mod	D.B-L	B-L 51	U	5	No	Cle	Tim 65706	WF	R	8.5	45.5	Shu 5550	T2IM		2	Ros	7x3½x¼	C			34	39x2½	52x3	N	19
20	Mod	D.B L	B L 55	A	7	No	Cle	Tim 65706	WF	R	8.5	81.0	Shu 5550	T2IM		T	Ros	7x3½x¼	C			34	39x2½	52x3	N	20
21	Per	D.B-L	B-L 55& 60	U	4	A3	Spi 4	Tim 65700	WF	R	5.19	93.3	Tim 15300	T2IMV		TX	Ros	7x3x¼	C	172⅛	101½		41x3	56x3½	N	21
22	Per	D.B-L	B-L 51	U	4	No	Spi 3	Tim 58000	WF	R	7.75	41.5	Tim 15700 H	L4IHV		TX	Han	7x3x¼	C	172⅛	101⅝		41x3	56x3½	N	22
23	Per	P.B-L	B-L554&60	U	4	A3	Spi 4	Tim 65700	WF	R	5.19	93.3	Tim 15300	T2IMV		TX	Ros	7x3x¼	C	172⅛	101⅝		41x3	56x3½	N	23
24	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 58200H	BF	R	6.83	44.5	Own	L4IHV	659	TI	Ros	7½x3½x½	C	119	81	34	42x2½	54x3	½	24
25	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 65200H	WF	R	6.75	43.9	Own	L4IHV	659	TI	Ros	7½x3½x½	C	119	81	34	42x2½	54x3	½	25
26	Lon	P.B-L	B-L 51	A	4	No	Blo 4	Tim 56200H	SF	R	6.16	32.9	Tim 14703H	L4IHV	577	TD	Ros	6½x2½x½	C	144	78¾	32	43x2½	54x3	½	26
27	Lon	D.B-L	B-L 51	A	4	No	Blo 4	Tim 56200H	SF	R	6.16	32.9	Tim 14703H	L4IHV	577	TD	Ros	6½x2½x½	C	144	78¾	32	43x2½	54x3	½	27
28	Lon	D.Ful	Ful H U 16	U	8	A2	B-C	Own	1F	R	8.53	155	Own	OP/4XM	336	TX	Woh	7x3½x⅛	C	100	72½	32	54x3	52x4	½	28
29	Lon	D.Ful	Ful H U 16	A	8	A2	B-C	Own	1F	R	8.53	155	Own	OP/4XM	336	TX	Woh	7x3½x⅛	C	174	114½	32	54x3	52x4	½	29
30	McC	O.M-E	Cot DAF	A	3	Opt	Blo 4	Own B	BF	H	8.9	35.6	Own B	O4IM	252	2I	Ros	5⅛x2¼x⅛	C	130	93	36	42¾x2½	52¾x2½	N	30
31	Lon	D.Ful	Ful VU	U	5	No	Blo	Tim65706DH	WF		8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	T	156	97⅛	34	42x2½	54x3		31
32	Lon	D.Own	Mun	U	4	No	Spi	Eat T44DR	2½	R	8.05	40.9	Eat 433-F	B4IM	524	TX	Jac	6⅛x3x⅛	P	107	59	34⅛	38x2½	50x3	½	32
33	Per	D.Own	Cov Rus-4	U	4	No	Blo	Tim 58200	BF	H	5.57	35.6	Col 5500	L4IHV	659	FB	Ros	7x2½x¼	C	127	74¼	34	42x2¼	56x3	½	33
34	Per	D.Ful	FulMG 14	U	4	No	Blo 3	Tim 56000H	BF	H	4.55	29.1	Eat 423	L4IHV		TD	Ros	6½x2½x¼	C	156	90	41½	44x2½	60x3	½	34
35	Own	D.Ful	Ful H	A	8	A 4	Blo	Wis 8800	2F	H	6.33	70.0	Wis 30	OPX		2I	Ros	7½x3x¼	C	138	83¾	36	46x3	58x3	½	35
36	Own	D.Ful	Ful MG U	A	10	No	Blo 3	Wis 67317	2F	H	6.9	33.1	Shu 5515B	OPX		2I	Ros	7½x3x¼	C	138	83¾	36	46x3	58x3	½	36
37	You	D.B-L	B-L 55 Max	A	7	No	Blo	Tim 65706 H	WF	H	7.25	68.8	Tim 15733 H	L4IHV	490	TD	Ros	7½x3x¼	C	134	82¼	34	42x2½	56x3	½	37
38	You	D.Ful	Ful KU12	U	4	No	Blo	Tim 56200H	SF		6.16	40.0	Tim 14733H	L4IH	354	TX	Ros	6x2½x¼	C	120½	74½	34	42x2¼	52x3		38
39	You	D.Ful	Ful KU12	U	4	No	Blo	Tim 648004	2F		6.4	42.2	Tim 14733H	L4IH	354	TX	Ros	6x2½x¼	C	120½	73¾	34	42x2¼	52x3		39
40	Own	D.Ful	Ful GOG	A	8	No	Blo	Wis 9018	WF		7.75	68.6	Shu 5500	W2IM	424	TX	Ros	6½x2¾x¼	C	128½	76¼	34	42x2½	56x3		40
41	You	D.B-L	B-L 51	U	5	No	Blo	Tim 65001-H	WF	H	6.75	40.2	Tim 15733H	L4IHV	400	TD	Ros	6½x2¾	C	120	72¾	34	42x2½	56x3		41
42	Chi	D.B-L	B-L 51	U	4	No	Blo	Tim 58000H	BF	R	6.8		Tim 15733H	L4IHV		TD	Ros	7x3½x¼	C	110		34	40x2½	56x3	½	42
43	You	D.B-L	B-L 51	U	5		Blo 3	Wisc 6600	2F	H	7.75	46.2	Shu 550	W2IM	438	CD	Ros	6x3⅛x¼	C	97	64½	34½	41⅞x2½	54⅞x3	¼	43
44	You	D.B-L	B-L 51	U	5	U7	Blo 3	Wis 6617	2F	H	6.35	37.8	Shu 5572	L4IH	420	CD	Ros	8x3x¼	I	Var	Var	31½	41x2½	54½x3	¼	44
45	You	D.B-L	B-L 51	U	5	U7	Blo	Wis 8800B	2F	H	7.85	46.8	Shu 5550	W2IM	613	2I	Ros	6x3⅛x¼	C	78	57⅛		41⅞x2½	41⅞x3	¼	45
46	You	D.B-L	B-L 51	U	5	U7	Blo	Wis 8800B	2F	H	7.85	46.8	Shu 5550	W2IM	416	2I	Ros	8x3x¼	I	81	61	31½	41x2½	48x3	¼	46
47	Lon	P.B&B	B-L	U	5	No	Spi 2	Wis	2F	R	7.32	43.6	Shu	W2IMV	416	TD	Ros	7x3x⅛	C	100	66	33	40x2½	50x3	N	47
48	G&O			U	5	No	Spi 3	Wis	2F	R	6.41	45.3	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	48
49	Lon	P.B&B	B-L	U	5	No	Spi 2	Wis	2F	R	7.32	43.6	Shu	W2IMV	416	TD	Ros	7x3x⅛	C	120	73	33	40x2½	50x3	N	49
50	Lon	P.B&B	B-L	A	7	No	Spi 3	Tim	WF	R	7.75	78.6	Shu	T2IMV	500	CD	Ros	7x3x⅛	C	132	83	34	40x2½	50x3	N	50
51	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.8		Shu	L4IHV	471	CD	Ros	8½x3x⅛	C	142	84	34½	40x2½	54x3	½	51
52	Mod	P.Own	Own	U	5	No	M.M.	Own 1000	S½	H	8.5	76.8	Own300	BE4IM	430	2I	Ros	8x3¼x¼	T	115	72½	34	42x3	56x3	¼	52
53	Mod	P.Own	Own	U	5	No	M.M.	Own 1150	S½	H	7.16	64.7	Own300	BE4IM	430	2I	Ros	8x3¼x¼	T	115	72½	34	42x3	56x3	¼	53
54	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 58001	W	H	6.83	43.8	Tim 15733H	L4IHV	399	FD	Ros	9x3x¼	T	114	75¼	31½	40x2½	52x3	¼	54
55	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65706 H	WF	H	6.8	36.4	Tim 15733 H	L4IHV	504	TD	Ros	9x3x¼	T	126	82	31½	40x2½	52x3	½	55
56	Per	D.B-L	B-L 55 & 60	U	7	A 3	Spi 4	Tim 65706 H	WF	H	7.75	93.5	Tim 15733 H	L4IHV	504	TD	Ros	9x3x¼	T	150	100¼	33¼	42x2½	56x3	½	56
57	Own	D.B-L	B-L 55	U	4	No	Spi	Tim 65601H	WF	H	7.75	41.5	Tim 15733H	L4IHV	676	FD	Ros	7x3½x⅛	T	170	106	34	44x2¼	56x3	¼	57
58	Own	D.B-L	B-L 51	U	5	No	Spi	Tim 58000 H	BF	R	6.83		Tim 14703 H	L4IH	648	TD	Ros	7½x3¾x¼	T	164	104	34	38x2½	52x3	½	58
59	Per	D.Ful	FulMGU14	U	4	No	Spi 3	Tim 56200H	SF	R	6.17	40.9	Tim 14706H	L4IHV		FD	Han	8x3x¼	T	137½	90	32	39x2½	60x3	½	59
60	Mod	D.B-L	B-L 55	A	4	No	Spi 6	Wis 1418	2F	R	9.12	48.7	Tim 15300	W2IM	615	FD	Ros	6⅞x2½x¼	P	112	75	33	42x2½	56x3	½	60
61	Mod	D.B-L	B-L 60Max	A	7	No	Spi 6	Wis 1402	2F	R	10.1	95.7	Tim 16310	W2IM	802	FD	Ros	6⅞x2½x¼	P	95	73	33	42x2½	56x3	½	61
62	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 65200H	W-F	H	7½	40.0	Tim 15733H	L4IH	650	TD		7x3¼x¼	C	Opt	Opt	34	38x2¼	54x3	½	62
63	Chi	D.B-L	B-L 51-4	U	4	No	Spi 3	Tim 65706HP	WF		6.0	32.1	Tim 15733H	L4IHV	770	PI	Ros	7x4x¼	C	128	81	34	39x2½	53x3	N	63
64	Per	D.B-L	B-L 51	U	4	No	Spi	Wis 6770L	2F	R	7.00		Tim 15733H	L4IHV		TX	Ros	8x3x¼	C	182	155	32	42x2½	54x3	½	64
65	Own	D.Own	Own AB	U	4	No	Spi 2	Own AB	CD	R	6.91	27.2	Own AB	O4IV	459	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	48x3		65
66	Own	D.Own	Own AB	U	4	No	Spi 4	Own AB	2F	H	5.88	28.5	Own AB	O4IV	459	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	56⅛x3½		66
67	Own	D.Own	Own BG	U	4	No	Spi 2	Own AB	CD	R	5.1	24.6	Own AB	O4IV	459	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	48x3		67
68	Own	D.Own	Own BG	U	4	No	Spi 4	Own AB	2F	H	6.69	32.4	Own AB	O4IV	459	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	56⅛x3½		68
69	Lon	P.B-L	B-L 35	U	4	Opt	Cle	Tim 64800 H	WF	R	6.5	34.8	Tim 14703 H	L4IH	391	TX	Ros	9⅛x3½x¼	C	144	80	34	40x2½	54x2½	½	69
70	Chi	D.Ful	FulMGU	A	4	No	Blo	Tim 58200H	BF	H	6.14	39.9	Tim 15733H	L4IH	660	TD	Ros	6⅝x3x¼	C	141	87	34	43x2½	48x3	N	70
71	You	D.Ful	Ful GOG	A	8	A	Blo 4	Wis 8817	2F	R	5.37	69.4	Shu 5510	W2IM	250	2I	Ros	6x3½x⅜	I	85	53	33¼	40x2½	54x3	½	71
72	You	D.Ful	Ful GOG	A	8	A	Blo 4	Wis 8817	2F	R	5.37	69.4	Shu 5510	W2IM	250	2I	Ros	6x3½x⅜	I	85	53	33¼	40x2½	54x3	½	72
73	You	D.Ful	Ful MGOG	A	8	A	Blo 4	Wis 8817-L	2F	R	7.93	65.	Shu 5532	L4IH		TD	Ros	6x3½x⅜	I	88	57½	31	40x2½	54x3	½	73
74	Own	D.Own	Own XB	A	4		Spi	Own XB	W½		9.25	48.1	Own XB				Own			125⅛	72⅛					74
75	Lon	D.B-L	B-L 51	U	5	No	Blo	Own 60	2R		7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3½x¼	P	144	82	34	40x2¼	54x3		75
76	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R		7.88	58.5	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3		76
77	Lon	P.B&B	Cov S HO	A	8		Blo	Own 74	2R		9.95	84.2	Tim 16302							144	94½					77
78	Own	D.B-L	Own	U	4	Opt	Cle	Own	SF	H	6.14	40.5	Own	L4IH	344	TX	Ros	7x3¼x¼	C	127⅜	78⅛	40½	38x2½	50x3	N	78
79	Own	D.B-L	Own	U	4	Opt	Cle	Own	SF	H	6.14	40.5	Own	L4IH	344	TX	Ros	8x3¼x⅛	C	156⅜	94⅛	40½	38x2½	54x3	N	79
80	Own	D.B-L	Own	U	4	3	Cl.	Own	SF	H	6.14	77.8	Own	L4IH	344	TX	Ros	7x3¼x¼	C	86⅜	59⅛	40½	38x2½	50x3	N	80
81	Own	D.B-L	Own	U	4	Opt	Cle	Own	SF	H	6.14	40.5	Own	L4IH	344	TX	Ros		C			40½	38x2½	54x3	N	81
82	You	D.B-L	B-L 35	U	4	No	Spi	Tim 56000 H	BF	R	6.5	33.0	Tim 14703 H	L4IH	578	TX	Ros	7x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	82
83	Own	D.B-L	B-L	U	4		Blo	Tim	SF		7.8		Tim				Ros			132	84					83
84	Lon	D.Ful	Ful VU	U	5		Blo	Tim65706DH	WF		8.5	63.0	Tim 15733 H				Han			156	97½					84
85	Mod	D.Ful	Ful	U	4	Opt	Spi 3	Tim	WF	R	7.25	127	Sal	B4IM		TX	Ros	9x2¾x¼	C	136¼	79½	32	40x3	56x3	½	85
86	Fed	Ful	Ful	U	4	Opt	Spi 4	Cla	SF		7.1	46.1		B4IM		TX	Ros	9x2¾x⅛	C	113⅛	80¼	32	40x3	56x3	½	86
87	Mod	P.B-L	B-L 314	U	4	Opt	Cle	Tim 14703H	SF	R	6.16	40.6	Tim	L4IHV		TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	87
88	Mod	P.B-L	B-L 314	U	4	Opt	Cle	Tim 14703H	SF	R	6.16	40.6	Tim	L4IHV		TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	88
89	Own	P.Own	Own 4B	A	4	No	Spi 3	Own 2CI	2F	R	7.6	49.7	Own 2DI	OPXM	224	2I	Own	8½x2⅛x¼x⅛	C	148½	93½	34½	40½x3	56x3½	½	89
90	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 58000H	BF	H	6.83	36.5	Tim 15733H	L4IHV	650	CD	Ros	7x3½x¼	C	Var	76	32	41x2½	54x3		90
91	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65001H	WF	H	7.0	37.4	Tim 15733H	L4IHV	650	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3		91
																							3½	Ton		
92	Per	D.B-L	B-L 51 5	U	5	No	Blo	Wis 8817B	2F	H	9.4	56.1	Shu 510	W2IM	534	2I	Ros	6x3½x¼	P	70½	54½	34	40x2½	45x3	N	92
93	Own	D.Own	Own 2R	A	4		Own	Own 2R	2F		9.98	53.0	Own 2R	O2FXM		2X		8x2½x¼	T	Opt	Opt					93
94	Bus	D.Own	Own 2R	A	4		Own	Own 2R	2F		7.57	56.6	Own 2R							132	81⅛					94
95	G&O	P.B&B	Own	A	4		Spi	Tim 65706BY	WF		6.00	66.0	Tim 15733BY				Ros			Opt	Opt					95
96	Own	dp.Lon	Own T	U	4	No	Spi	Own C	2F	H	8.46	53.6	Own J	O2IM	516	21M	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	96
97	Own	dp.Lon	Own T	U	4	No	Spi	Own C	2F	H	8.46	53.6	Own J	O2IM	516	21M	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	97
98	Own	dp.Lon	Own T	U	12	A 2	Spi	Own TE	2F	H	7.09	10.1	Tim 26450	LO41D	602	TD	Ros	9x3x¼	C	175½	105	34½	42½x3	54⅜x4	½	98
99	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.8	49.5	Shu	L4IHV	471	CD	Ros	8½x3x⅛	T	142	84	34½	40x2½	54x3	½	99
100	Per	P.B-L	B-L 55	A	4	No	Blo 4	Tim65706 HP	WF	R	7.75	73.6	Tim 15302	T2IH		RI	Ros	8x3¼x¼	C			33¼	43½x3	51½x3		100
101	R-T	D.Ful	Ful R U16	U	8	A 2	Spi	Wis	2F	H	8.33	159	Wis	W2/4IM		TD	Ros	12x2½x1⅛	C	144	89	30	48x3	48x3	C	101
102	Lon	D.Own	B-L 60 Max	A	7		Blo	Tim 66700DP	WF		10.3	98.2	Tim 16302				Ros		C	144	94½					102
103	Own	D.B-L	B-L 51	A	4	No	Blo	Tim 65706D	WF	R	6.1	32.6	Tim 15300	T2IMV	520	TD	Ros	7x3x½	C	Opt	Opt	32¼	38½x2½	50½x3	½	103
104	G&O	D.Cov	Cov	A	4	No	SpP 4	Ti' 66700D H	WF	R	Opt	Opt	Tim 16300	T2IHV	522	TD	Ros	9x3½x¼	C	116¾	82¼	37	46x3	56x3½	½	104
105	Lon	D.B-L	B-L	A	8	A 2	Pet	Own	I	R	8.00	86.0	Own	OP4M		TX	Woh	6x3⅛x¼	I			39⅛	44x3	44x3	N	105
106	Lon	P.B&B	B-L 55	A	7	No	P-S 4	Tim65706 HP	WF	R	6.8	64.6	Own	L4IHV	767	RI	Ros	7½x3½x¼	C	119	81⅛	34	42x2½	54x3	½	106
107	Lon	D.B-L	B-L 55	A	7	No	Blo 4	Tim 58200H	SF	R	7.8	74.2	Tim 15733H	L4IHV	660	TD	Ros	7½x2½x⅛	C	144	79½	32	43x2½	54x3	½	107
108	Lon	D.B-L	B-L 55	A	7	No	Blo 4	Tim 65720H	WF	R	8.5	80.8	Tim 15733H	L4IHV	768	TD	Ros	7½x2½x⅛	C	144	79½	32	43x2½	54x3	½	108
109	Lon	D.B-L	B-L 55	A	7	No	Blo 4	Tim 58200H	SF	R	7.8	74.2	Tim 15733H	L4IHV	660	TD	Ros	7½x2½x⅛	C	144	79½	32	43x2½	54x3	½	109
110	Lon	D.B-L	B-L 55	A	7	No	Blo 4	Tim 65720H	WF	R	8.5	80.8	Tim 15733H	L4IHV	768	TD	Ros	7½x2½x⅛	C	144	79½	32	43x2½	54x3	½	110
111	Lon	D.Ful	Ful H U 16	U	8	A 2	BC	Own	I	R	8.53	155	Own	OF4XM	336	RX	Woh	7x3½x⅛	C	100	72½	32	54x3	52x4		111
112	Per	O.H-S	Own	A	5	Op	Blo	Own U	BF	H	8.9	88.6	Own U	O4XM	252	2I	Ros	7x3x½	C	132	93	36	42¾x2½	52¾x2½	½	112
113	Lon	P.B&B	B-L 60 Max	A	7		Blo	Tim 66700DP	WF		10.3	98.2	Tim 16302				Ros			144	94½					113
114	Lon	D	Mun	U	4	No	Spi	Tim 65706	WF	R	8.5	52.5	Eat 527F	B4IM	687	TX	Jac	9x3½x⅛	P	125	69¼	34⅛	40x3	54x3	½	114

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	3½ Ton—Cont'd																									
1	Gramm-Bernstein...A	....	162	212	13500	7450	P 36x8	DP36x8	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	C	2¾	13⅛	7	FP	HA	Zen	V	A-L	A-L	1
2	Hug.....87	....	120	...	19030	6550	P 38x7	DP38x7	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	G	C	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R	2
3	Hug.....87M	....	120	...	21800	.....	P 36x8	DP36x8	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	G	C	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R	3
4	Indiana.....195	....	170	224	19500	7500	P 36x8	DP36x8	Con	6-4½x4¾	380.9	40.8	89-2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	4
5	International...HS-74	....	160	235	.....	9690	S 36x6°	S 40x12°	HaS 152	4-4¾x5½	390.0	36.1	60-1800	H	C	A	3	8⅝	3	PC	HS	Zen	G	R-Bo	.....	5
6	International.....W-8	....	160	235	.....	10125	S 36x6°	S 40x12°	Ha S152	4-4¾x5½	390.0	36.1	60-1800	H	G	A	3	8⅝	3	PC	HS	Zen	V	R-BO	.....	6
7	International..HS-74C	....	160	235	.....	10290	S 36x6°	S 40x12°	HaS 152	4-4¾x5½	390.0	36.1	60-1800	H	C	A	3	8⅝	3	PC	HS	Zen	G	R-Bo	.....	7
8	Kenworth.....205	5850	172	223	20500	7700	P 36x8	DP36x8	Bud GL6	6-4½x6	572.5	48.6	114-1900	L	G	C	3	10⅞	4	PC	Bu	Zen	V	R-Bo	D-R	8
9	Kenworth.....220	5200	194	221	22000	8400	P 36x8	DP36x8	HaS 160	6-4¼x5½	468.2	43.3	105-2000	L	G	A	2¾	10⅝	4	PC	No	Zen	V	D-R	D-R	9
10	LaFrance-RepublicH-2	....	174	198	15000	6100	P 34x7	DP34x7	Lyc TS	6-3½x5	354	36.2	89-2600	L	G	C	2¾	10	4	FP	.....	Zen	V	A-L	A-L	10
11	LaFra.-Republic. M-1	....	171	191	20000	6900	P 36x8	DP36x8	Wau 6KS	6-4x4¾	358.0	38.4	77-2500	H	G	C	3	13⅛	7	PC	Wa	Zen	V	A-L	A-L	11
12	Larrabee.....65	4280	166	204	18400	7200	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	C	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	12
13	Moreland.....E7	3520	182	...	15000	6000	P 34x7	DP34x7	Her WXC 2	6-4½x4½	360.8	40.8	73-3000	L	..	C	2¾	13¼	7	PC	No	Zen	M	A-L	A-L	13
14	Omort.....35	....	150	150	21000	7600	P 36x8	DP36x8	Her WXC	6-4x4½	339.	38.4	73-2000	L	G	B	2¾	13¼	7	PC	No	Zen	M	A-L	A-L	14
15	Pierce-Arrow.....HB	4500	156	198	.....	7800	S 36x5	DS36x6	Own	4-4x5½	276.5	25.5	.....	T	..	..	..	..	..	FP	On	Str	P	D-R	D-R	15
16	Relay.....60DC	4745	175	192	.....	7800	P 38x7	DP40x8	Bud BA6	6-4½x5½	410.9	40.8	83-2000	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	16
17	Relay.....80	5330	175	192	.....	8600	P 36x6	S 40x12	Bud BA 6	6-4½x5½	411.0	40.8	83-2000	L	G	C	2½	.....	4	PC	Bu	Zen	V	A-L	A-L	17
18	Service.....80	5250	175	192	.....	8200	S 36x6	S 36x12	Bud BA 6	6-4½x5½	411.0	40.8	83-2000	L	G	C	2½	.....	4	PC	Bu	Zen	V	A-L	A-L	18
19	Ster. DW15-64.3½-4½	....	153	177	15000	5775	S 36x5	S 36x8	Wau 6XK	6-3¾x4½	298.0	33.7	66-2400	L	G	A	2¾	12½	4	FP	Wa	Zen	V	.....	L-N	19
20	Sterling.....DW13-65	....	150	164	13000	5500	S 34x4	S 34x7	Wau 6XK	6-3⅜x4½	298.0	33.7	66-2400	L	G	A	2¾	12½	7	FP	Wa	Zen	V	.....	L-N	20
21	Stewart.....19X	3690	165	235	.....	7010	S 36x5	S 36x10	Lyc TS	6-3½x5	354.0	36.2	90-2750	L	G	C	2¾	10	4	PS	Ha	Str	V	D-R	D-R	21
22	Studebaker.....99	3795	184	...	14000	5400	B 7.50/20	DB 7.50/20	Own	8-3½x4½	337.0	39.2	115-3200	L	G	C	2⅝	9¼	5	PC	No	Str	M	D-R	D-R	22
23	Walter.....FKD	6300	Op	118	20000	8000	B 9.00/24	DB9.00/24	Own 6	6-4¼x4¾	404.0	43.4	80-1800	L	G	C	3	13½	7	PC	On	Str	V	R-Bo	D-R	23
24	Ward La France .30B	....	197	209	16000	7800	B 8.25/20	DB8.25/20	Own	8-3⅜x4½	322	36.4	100-2400	L	C	C	2½	10¼	..	FP	Ha	Str	P	D-R	D-R	24
25	Ward La France 30RU	....	197	209	16000	7800	B 8.25/20	DB8.25/20	Wau 6MK	6-4½x4¾	381	40.8	83-2200	L	G	C	2½	12½	7	FP	Ha	Str	P	D-R	D-R	25
26	White.....55	4650	174	215	.....	8737	S 36x5	DS40x5	Own GRB	4-4¼x5¾	326.3	28.9	54-1600	L	G	S	2¾	11¾	3	FP	Ou	Zen	V	Els	.....	26
27	White 63 2½-3-3½ T	5000	215	215	.....	8350	S 34x7	DP34x7	Own 3A	6-4x5½	396.0	38.4	72-1800	H	G	S	3	11½	7	FP	On	Zen	M	D-R	D-R	27
28	Wichita.....6-90	4925	165	Op	20000	7500	P 34x7	DP36x8	Wau 6SRL	6-4½x5½	462	45.9	88-2000	L	G	C	3	13⅛	7	CC	Wa	Str	V	R-Bo	D-R	28
29	Witt-Will.....R3B	....	159	...	15500	6800	P 34x7	DP34x7	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	29
30	Witt-Will.....R3S	4200	159	...	16800	6800	P 34x7	DP34x7	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	30
	4 Ton																									
31	Armleder.....41	3000	Op	199	16300	6500	P 34x7	DP34x7	Her WXC	6-4x4½	339	38.4	73-2000	L	G	B	2¾	....	7	PC	Ha	Zen	V	A-L	A-L	31
32	Atterbury.....C	4750	186	220	19315	8300	P 36x8	DP36x8	Con 20R	6-4½x4¾	381	40.8	82-2400	H	C	B	2¾	12⅞	7	PC	Ha	Zen	V	D-R	D-R	32
33	Available.....T-45	....	Op	Op	20000	8800	B 9.75/20	DB9.75/20	Wau 6AB	6-4½x5¾	549	48.6	100-2000	L	G	C	3¾	11⅝	4	FP	Wa	Str	V	D-R	D-R	33
34	Brock'y .220-3½-4Ton	....	170	224	22000	8200	P 40x8	Con	6-4½x4¾	427.5	45.9	100-2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	34
35	Chicago....1-30-A3-4	....	154	202	.....	6760	B 9.00/20	DB9.00/20	Wau 6ML	6-4x4¾	358	38.4	77-2200	L	G	C	2¾	12⅝	7	FP	Wa	Zen	M	A-L	A-L	35
36	Clinton.....90	4800	190	Op	19550	8000	S 36x5	DS36x6	Bud YTU	4-4½x6	381	32.4	50-1400	L	G	C	2¾	11⅞	3	PC	Bu	Zen	V	Spi	D-R	36
37	Clinton.....90M	....	190	Op	21550	8050	S 36x5	DS36x6	Bud YTU	4-4½x6	381	32.4	50-1400	L	G	C	2¾	11⅞	3	PC	Bu	Zen	V	Spi	D-R	37
38	Commerce.....80	5330	175	192	.....	8400	S 36x6	S 36x14	Bud BA 6	6-4½x5½	411.0	40.8	83-2000	L	G	C	2½	.....	4	PC	Bu	Zen	V	A-L	A-L	38
39	Corbitt. 24W6 4-5 Ton	....	195	230	24500	9200	P 38x9	DP38x9	Con 20R	6-4½x4¾	381	40.8	73-2000	H	G	B	2¾	13⅛	7	FP	No	Zen	V	D-R	D-R	39
40	Day Elder 200	4295	156	204	20000	7400	B 9.00/20	DB9.00/20	Con 18R	6-4x4¾	339.3	38.4	82-2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	M	D-R	D-R	40
41	Fageol.....445	5650	183	216	22500	9300	P 36x6	DP36x6	Wau DU	4-4½x6¾	398	32.4	54-1500	L	G	A	2¾	9¾	3	PC	Wa	Zen	V	D-R	D-R	41
42	Fageol.....485	6400	184	217	22500	9800	P 36x6	DP36x6	Wau AB	6-4½x5¾	549	48.6	100-2000	L	G	A	3½	11⅜	4	PC	Wa	Zen	V	D-R	D-R	42
43	Fageol.....470	5750	183	216	22500	9525	P 36x6	DP36x6	Wau SRL	6-4½x5½	462	45.9	89-2200	L	G	A	3	13⅛	7	PC	Wa	Zen	V	D-R	D-R	43
44	Fisher-Stand. Super 6	....	156	206	21000	6800	P 34x7	DP34x7	Con 18R	6-4x4½	339.3	38.4	81-2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	44
45	Fisher-Stand. Sup.3½	....	156	206	21000	7100	P 34x7	DP34x7	Con 18R	6-4x4½	339.3	38.4	81-2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	45
46	Fisher-Stand. Super 6	....	156	206	22000	7200	P 36x8	DP36x8	Con 21R	6-4¾x4¾	427.5	45.9	102-2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	46
47	Fisher-Stand. Sup. 3½	....	156	206	22000	7500	P 36x8	DP36x8	Con 21R	6-4¾x4¾	427.5	45.9	102-2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	47
48	Freeman.....BA-144	5800	144	144	.....	8400	P 36x8	DP36x8	Bud BA6	6-4½x5½	411.0	40.8	83-2000	L	G	C	2¾	....	4	PC	Bu	Str	E	R-Bo	R-Bo	48
49	FWD.....SSU	5220	148	Op	17500	7500	P 38x9	P 38x9	Wau SRL	6-4¾x5½	462.0	45.9	102-2200	L	G	C	3	13⅛	7	PC	Wa	Zen	V	Els	NE	49
50	Garford.....80	5330	175	192	.....	8400	S 36x6	S 36x14	Bud BA 6	6-4½x5½	411.0	40.8	83-2000	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	50
51	Gen. Mot T82-8202(X)	3795	155	201	19000	7500	B 9.00/20	DB9.00/20	Buick	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8⅛	4	PC	Ha	Mar	M	D-R	D-R	51
52	Gramm.....GW	5175	153	200	21000	8950	B 9.00/20	DB9.00/20	Con 21R	6-4½x4¾	428	45.9	90-2200	H	G	C	2¾	13⅛	7	PC	No	Zen	M	A-L	A-L	52
53	Gramm.....GY	....	210	170	18000	7200	B 8.25/20	DB8.25/20	Con 21R	6-4¾x4¾	428.4	45.9	100-2200	H	C	C	2¾	13⅛	7	PC	No	Zen	M	A-L	A-L	53
54	Gramm.....45	....	153	200	17950	7700	S 36x5°	S 36x12°	Lyc TS	6-3⅞x5	353.8	36.2	85-2200	L	G	A	2¾	10	4	PC	Ha	Zen	M	A-L	A-L	54
55	Gramm.....48	....	153	200	17950	7700	S 36x5°	S 36x12°	Lyc TS	6-3⅞x5	353.8	36.2	85-2200	L	G	A	2¾	10	4	PC	Ha	Zen	M	A-L	A-L	55
56	Hahn.....47HD	....	151	...	19500	7800	P 36x8	DP36x8	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	N	2¾	....	7	FP	No	Zen	V	A-L	A-L	56
57	Hahn.....47 HDL	....	164	184	.....	7800	P 36x8	DP36x8	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	N	2¾	....	7	FP	No	Zen	V	A-L	A-L	57
58	Indiana.220 3½ & 4 T.	....	170	224	22000	8200	P 40x8	DP40x8	Con	6-4¾x4¾	427.5	45.9	100-2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	58
59	Kenworth.....240	5450	170	221	24000	7700	P 36x8	DP36x8	Her YXC3	6-4½x4¾	478	51.2	103-2200	L	G	C	3	15	7	PC	Ha	Zen	V	D-R	D-R	59
60	Kielber.....657	4500	202	...	18500	7500	P 36x8	DP36x8	Bud BA 6	6-4½x5½	411	40.0	90-2000	L	G	C	2½	10	4	PC	.....	Str	V	R-Bo	.....	60
61	LaFrance-Republic M-2	....	198	...	20000	7400	P 36x8	DP36x8	Wau SRL	6-4½x5½	462.0	46.6	97-2000	L	G	C	3	13⅞	7	PC	Wa	Zen	V	A-L	A-L	61
62	Lange.....F16	5500	148	188	23000	8600	P 40x8	DP40x8	Her YXC	6-4¾x4¾	428	45.9	94-2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	62
63	Larrabee.....75	5200	167	205	20800	7850	B 9.75/20	DB9.75/20	Con 20R	6-4½x4¾	380.8	40.8	89-2400	H	C	C	2¾	13⅛	7	FP	No	Zen	G	D-R	D-R	63
64	Maccar.....66	....	177	220	18500	7500	P 36x8	DP36x8	Bud BA6	6-4½x5½	411	40.8	90-2400	L	..	C	2½	8¾	4	PC	Bu	Str	V	D-R	D-R	64
65	Mack ....BC 3-4 Ton	5250	154	190	.....	.....	P 36x8	DP36x8	Own BC	6-4x5½	414.7	38.4	100-2300	L	G	C	3	12⅞	7	FP	Ha	Str	V	N-E	N-E	65
66	Moreland.....BD 7	3565	184	...	16000	6000	P 34x7	P 34x7	Her WXB	6-3¾x4½	298.2	33.7	67-2400	L	..	C	2¾	13¼	7	PC	No	Zen	M	A-L	A-L	66
67	Noble.....166C	4500	180	207	19870	8670	P 34x7	DP34x7	Con 20R	6-4½x4¾	381	40.8	88-2400	H	G	N	2¾	13⅛	7	FP	Co	Str	V	A-L	A-L	67
68	Pierce-Arrow.....WC	5100	162	180	.....	8490	S 36x5°	DS36x6	Own WC	4-4½x6¾	429.4	32.4	.....	T	..	..	..	..	..	FP	On	Str	P	D-R	D-R	68
69	Relay.....80	5380	175	192	.....	8800	P 38x7	S 40x14	Bud BA 6	6-4½x5½	411	40.8	90-2400	L	G	C	2½	10	4	PC	Bu	Zen	V	A-L	A-L	69
70	Schacht.. De Luxe 30	....	170	192	16700	6900	B 9.00/20	DB 9.00/20	Her WXC	6-4x4½	339	38.4	73-2200	L	G	C	2¾	13¼	7	PC	.....	Zen	V	A-L	A-L	70
71	Seiden.....47 CD	....	151	184	.....	7600	P 36x8	DP36x8	Con 18R	6-4x4½	339	38.4	82-2400	L	C	C	2¾	....	7	FP	No	Str	V	D-R	D-R	71
72	Service.....80	5330	175	192	.....	8400	S 36x6	S 36x14	Bud BA 6	6-4½x5½	411	40.8	90-2400	L	G	C	2½	10	4	PC	Bu	Zen	V	A-L	A-L	72
73	Ward La France .35R	....	Op	Op	21000	8100	B9.00/20	DB9.00/20	Wau SRL	6-4½x5½	462	45.9	97-2000	L	G	C	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	73
74	Ward La France .4E6	....	Op	Op	21000	8100	B 9.00/20	DB9.00/20	Wau SRL	6-4½x5½	462	45.9	97-2000	L	G	C	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	74
75	Witt-Will.....R4	4440	159	...	21600	8000	P 36x8	DP36x8	Con 20R	6-4½x4¾	381	40.8	88-2200	H	C	N	2¾	13⅛	7	FP	No	Zen	E	D-R	D-R	75
76	Witt-Will.....R4X	4600	159	...	21600	8000	P 36x8	DP36x8	Con 21R	6-4¾x4¾	427	45.9	100-2600	H	C	N	2¾	13⅛	7	FP	No	Zen	E	D-R	D-R	76
	4½ Ton																									
77	Larrabee 85.....	5500	168	206	23650	8800	B9.75/20	DB9.75/20	Con 21R	6-4¾x4¾	424.4	45.9	97-2400	H	C	C	2¾	13⅛	7	FP	No	Zen	G	D-R	D-R	77
78	Ster. DW18-64.4½-6½	....	166	180	18000	6850	S 36x5	S 36x10	Wau 6KS	6-4x4¾	358	38.4	71-2000	L	G	C	3	13⅜	7	FP	Wa	Zen	V	.....	L-N	78
79	Ster. DC19-64.4½x5½	....	163	177	.....	6500	S 36x5	S 36x10	Wau 6XK	6-3¾x4½	298.2	33.7	61-2000	L	G	C	2¾	.....	7	FP	Wa	Zen	V	.....	L-N	79
80	Ward La France .45D	....	Op	Op	24000	8600	P 36x8	DP36x8	Wau SRL	6-4½x5½	462	45.9	97-2000	L	G	C	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	80
	5 Ton																									
81	Acme.....90L	4675	192	Op	21500	9100	S 36x5	S 40x12	Con B7	4-5x6	471.2	40.0	62-1500	L	G	C	2⅝	10⅞	3	FP	No	Str	V	Els	Non	81
82	Amer. La FranceV-5R	5500	Op	Op	23000	9800	S 36x6	DS40x6	Own 5R	4-4¾x6	425.3	36.1	50-1200	L	G	C	2⅝	9⅛	3	PS	On	Zen	V	A-Bo	ABo1	82
83	Am. La Fra. Chieftain	....	160	Op	16200	7200	B9.75/20	DB9.75/20	Own	6-4½x5½	510.9	40.8	75-1800	L	G	C	2½	9⅛	4	FP	Bu	Zen	V	D-R	D-R	83
84	Am. LaF. Big... Ch.16	6725	226	242	24000	10600	P 40x8	DP40x8	Own	6-4½x6	572.5	48.6	115-1600	L	G	C	3	10½	4	FP	On	Zen	V	D-R	D-R	84
85	Armleder.....61	3500	Op	199	19420	6620	P 36x8	DP36x8	Her WXC2	6-4½x4½	360	40.8	80-2200	L	G	C	2¾	....	7	PC	Ha	Zen	V	A-L	A-L	85
86	Autocar 3½ & 5T...C	5500	172	...	26000	9500	P 42x9	DP42x9	Own	6-4½x4¾	453	48.6	101-2400	L	G	C	3	14½	7	FP	Ha	Str	V	D-R	L-N	86
87	Autocar.....TFA	6100	192	242	26000	9300	P 38x9	DP38x9	Own	6-4½x4¾	453	48.6	101-2400	L	G	C	3	14½	7	FP	Ha	Str	V	D-R	L-N	87
88	Available.....T-50	....	Op	Op	22000	9300	B 9.75 20	DB9.75/20	Wau 6RB	6-5x5¾	677.4	60.0	125-2000	L	G	C	3½	11⅝	4	FP	Wa	Zen	V	D-R	D-R	88
89	Brockway.....250	....	182	224	25000	10000	P 40x8	DP40x8	Con	6-4¾x4¾	427.5	45.9	100-2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	89
90	Chicago.....1-50-B	....	140	236	.....	8240	B9.75/20	DB9.75/20	Wau 6SRL	6-4¾x5½	462	45.9	97-2000	L	G	A	3	13⅛	7	FP	Wa	Zen	M	A-L	A-L	96
91	Clinton.....120L	5500	204	Op	27050	9550	S 36x6	DS40x7	Bud BTU	4-5x6½	510.5	40.0	61-1400	L	G	C	2⅝	12⅛	3	PC	Bu	Zen	V	Spi	A-Bo	91
92	Clinton.....120LM	....	204	Op	27150	9650	S 36x6	DS40x7	Bud BTU	4-5x6½	510.5	40.0	61-1400	L	G	C	2⅝	12⅛	3	PC	Bu	Zen	V	Spi	A-Bo	92
93	Coleman. X-100 5-6 T.	....	144	184	24300	11200	P 42x9	P 42x9	Bud BA6	6-4½x5½	411	40.8	85-2400	L	G	C	2½	9¼	4	FP	Bu	Zen	V	D-R	D-R	93
94	Coleman X-100F 5-7½	....	144	184	29800	11300	P 42x9	P 42x9	Bud GL	6-4½x6	572.5	48.6	120-2000	L	G	C	3	10⅞	4	FP	Bu	Str	V	D-R	D-R	94
95	Commerce.....100	5830	175	192	.....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	411	40.8	85-2400	L	G	C	2½	9¼	4	PC	Bu	Zen	V	A-L	A-L	95
96	Corbitt.....24W6	....	195	230	24800	9200	P 38x9	DP38x9	Con 20R	6-4½x4¾	381	40.8	100-2200	H	C	C	2¾	13⅛	7	FP	No	Zen	V	D-R	D-R	96
97	Day Elder 240	5500	162	202	24000	9300	P 38x9	DP38x9	Con 21R	6-4¾x4¾	427.5	45.9	100-2600	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	97
98	Diamond T.....1000	4420	171	201	28000	9700	S 36x6	S 40x12	Her YXC2	6-4½x4¾	453	48.6	98-2200	L	G	C	3	15	7	PC	Ha	Zen	G	A-L	A-L	98
99	Douglas.....F4	5525	185	Op	26000	9200	S 36x6	S 40x12	Bud BBU	4-5x6½	510.5	40.0	61-1400	L	G	C	2⅝	12⅛	3	PC	Bu	Zen	E	L-N	L-N	99
100	Douglas.....F6	6300	196	Op	26000	9200	B 9.75/38	DB9.75/38	Bud GL6	6-4½x6	572.5	48.6	114-1900	L	G	C	3	10⅞	4	PC	Bu	Zen	E	L-N	L-N	100
101	Duplex....M 5-7 Ton	7650	Op	Op	25300	10000	P 34x7	DS36x7	Bud GL6	6-4½x6	572.5	48.6	105-2200	L	G	C	3	10⅞	4	FP	.....	Zen	V	A-L	A-L	101
102	Federal. 4C6A 4-5 T.	4735	192	231	22000	8330	P 36x8	DP 36x8	Con 20R	6-4¼x4¾	381	40.8	90-2200	H	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	102
103	Federal. 4C6AB 4-5 T.	4960	192	231	22000	8850	P 36x8	DP36x8	Con 20R	6-4¼x4¾	381	40.8	90-2200	H	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	103
104	Fisher-Standard..100C	....	200	240	25000	9000	P 36x8	DP36x8	Con 21R	6-4¾x4¾	427.5	45.9	102-2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	104
105	Freeman.....BA-156	5900	156	...	.....	8490	P 36x8	DP36x8	Bud BA6	6-4½x5½	411	40.8	83-2000	L	G	C	2½	9¼	4	PC	Bu	Str	V	R-Bo	R-Bo	105
106	Freeman.....BA-186	6000	186	186	.....	8550	P 36x8	DP36x8	Bud BA6	6-4½x5½	411	40.8	83-2000	L	G	C	2½	9¼	4	PC	Bu	Str	E	R-Bo	R-Bo	106
107	F.W.D.....M5	....	165	Op	.....	11000	B 12.75/20	B 12.75/20	Wau5RL	6-4¾x5½	462	45.9	102-2200	L	G	C	3	13⅞	7	PC	Wa	Zen	V	Els	N-E	107
108	Garford.....100	5830	175	192	.....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	411	40.8	83-2000	L	G	C	2½	9¼	4	PC	Bu	Zen	V	A-L	A-L	108
109	Gen.Mot.T90-9001(X)	5885	185	220	23000	9400	B 7.50/20	DB7.50/20	Buick	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8⅛	4	PC	Ha	Mar	M	D-R	D-R	109
110	Gramm.....HY-236	....	236	236	22000	9600	B 9.00/20	DB9.00/20	Con 16H	6-4¾x5¾	611	54.1	127-2300	L	G	A	3	13⅛	7	PC	Pe	Zen	M	A-L	A-L	110
111	Gramm.....60	....	153	200	.....	8700	S 36x6	S 36x14	Her G	4-4¾x5¾	407.6	36.1	63-	L	G	C	3	.....	3	PC	Pe	Zen	V	A-L	A-L	111
112	Gramm.....60	....	153	200	20700	8700	S 36x6	S 36x14	Lyc TS	6-3⅞x5	353.8	32.6	85-2200	L	G	C	2¾	10	4	PC	Ha	Zen	M	A-L	A-L	112
113	Grat. Bernstein HV	....	162	212	22500	8700	P 36x8	DP36x8	Con 21R	6-4¾x4¾	427	45.9	102-2400	H	C	C	2¾	13⅛	7	FP	Ha	Zen	V	A-L	A-L	113
114	Hahn.....67H	....	151	...	23500	8700	P 36x8	DP36x8	Con 21R	6-4¾x4¾	427.5	45.9	100-2400	H	C	N	2¾	....	7	FP	No	Zen	V	A-L	A-L	114

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																								3½ Ton — Cont'd		
1	You	D.B-L	B-L 55 Max	A	7	No	Blo	Tim 65706H	WF	H	7.25	68.8	Tim 15733-H	L4IHV	490	TD	Ros	7½x3x¼	C	134	82¼	34	42x2½	56x3		1
2	You	D.B-L	B-L 51	U	5	No	Blo 3	Wis 1238A	2F	H	8.64	51.5	Shu 610	W2IM	614	CD	Ros	7x3¼x¼	I	96⅞	64½	...	41½x2½	54⅞x3		2
3	You	D.B-L	B-L 55	A	7	A 7	Blo 3	Wis 1238A	2F	H	8.64	82.1	Shu 610	W2IM	614	TD	Ros	7x3½x¼	I	96⅞	64½	...	41½x2½	54⅞x3		3
4	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.8	49.5	Shu	L4IHV	471	CD	Ros	8½x3x⅋	T	142	84	34½	40x2½	54x3		4
5	Own	P.Own	Own	U	5	No	Own	Eat 74	2F	H	7.85	70.5	Eat 74F	BE4IM	850	4I	Own	8x3x¼	T	120	81⅛	34	44x3	58x4		5
6	Own	P.Own	Own	U	5	No	Own	Own 1300	2F	H	7.85	70.5	Own 500	BE41M	794	2I	Own	8x3x¼	T	120	81⅛	34	44x3	58x4		6
7	Own	P.Own	Own	U	5	No	Own	Own	CD	B	8.81	79.1	Eat 74F	BO4IM	736	4I	Own	8x3x¼	T	120	81⅛	34	44x3	54x4		7
8	Per	D.B-L	B-L 60	U	8	A 3	Spi 4	Tim 65706 H	WF	H	6.8	62.0	Tim 26450 H	L4IH	508	TD	Ros	9x3x¼	T	132	85⅝	33¼	42x2½	56x3		8
9	Per	D.B-L	B-L	U	5	A 3	Spi 6	T' 66704DH	WF		7.8	74.0	Tim 15733H	T4IHV	649	FD	Ros	9x3x¼	T	162	111	33¼	42x2½	56x3½		9
10	Per	D.B-L	Ful MGU	U	4	No	Spi 3	Tim 58200	SF	R	6.14	39.9	Tim 14706H	L4IHV	...	FD	Han	8x3x¼	C	197¼	90	32	39x2½	60x3		10
11	Own	D.Ful	Ful VUOG	U	5	No	S-P	Eat	2F	H	8.85	53.0	Shu	E2IMV	...	FD	Han	7⅋x3x⅋	C	139¼	89¼	32⅋	40x2½	54x3½		11
12	Per	D.B-L	B-L 51	U	4	No	Spi	T' 65200D	WF	H	7½	40.0	Tim 15733H	L4IH	650	TD	...	8x3½x¼	C	Opt	Opt	34	40x2½	54x3		12
13	Lon	D.Own	B-L 51	U	4	A 4	Pet	Tim 65001 H	WF	R	6.7	36.1	Tim 15733 H	L4IH	...	TI	Ros	9⅋x3½x¼	C	156	199	34	39½x2½	54x3		13
14	You	D.Ful	Ful MGOG	A	8	A	Blo 4	Wis 1567H	2F	R	9.11	74.7	Shu 5532	L4IH	...	TD	Ros	6x3½x½	I	108	74	31	40x2½	54x3		14
15	G&O	D.Own	B-L 55	A	7	....	Spi	Own	WF		7.8	....	Tim	....	....	....	Own	....	....	131⅋	76⅋	....	....	....		15
16	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	..	7.88	58.8	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	..	156	97½	34	42x2½	54x3	..	16
17	Lon	P.B&B	Cov S HO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim 16302	....	....	....	Ros	....	....	144	94½	....	....	....	....	17
18	Lon	....	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302	....	....	....	Ros	....	....	144	94½	....	....	....	....	18
19	Hex	D.B-L	B-L 51	U	4	Op	Spi	Tim 65000 H	WF	R	8.5	45.5	Tim 15733 H	L4IHV	387	TX	Ros	7x2x¼	C	149¾	85¼	34	48x3	54x3	½	19
20	Hex	D.B-L	B-L 51	U	5	No	Spi	Wis 8317L	WF	R	8.25	49.2	Shu 5429	L4IH	398	TX	Han	6x2x¼	C	122¾	72¼	33½	48x3	54x3	½	20
21	Mod	D.Ful	Ful	U	12	A	Spi 3	Tim	WF	R	7.25	127	Sal	B4IM	...	TX	Ros	9x2¾x¼	C	136¼	79½	32	40x3	56x3	½	21
22	Lon	D.Lon	Ful	U	4	No	Spi	Eat	S½	H	5.11	24.6	Eat	B4IMV	505	TD	Ros	8⅋x3x⅋	C	143⅝	91¼	41½	38x2½	56¾x3	N	22
23	Own	Own	Own	U	5	No	Own	Own	2D	H	8.50	85.0	Own	O4FXM	600	FX	Ros	11x3x¼	C	108	78	36	52x4	52x4	N	23
24	Own	P.B-L	B-L 51	U	4	Opt	Cle	Wis	2F	R	7	46	Tim 15733H	L4IHV	...	TX	Ros	7x3½x⅋	C	Opt	Opt	33	40x2½	60x3	½	24
25	Own	P.B-L	B-L 51	U	4	Opt	Cle	Wis	2F	R	7	46	Tim 15733H	L4IHV	...	TX	Ros	7x3½x⅋	C	Opt	Opt	33	40x2½	60x3	½	25
26	Own	P.Own	Own 4B	U	4	No	Spi 3	Own 55	2F	R	10.1	66.1	Own 55	OPXM	234	2I	Own	8x	I	166	105½	42½	44x3	51¾x5	..	26
27	Own	P.Own	Own 4B	U	4	No	Spi 4	Own 10C	SF	R	6.33	41.4	Own 6D	L4IHV	554	FI	Ros	8x3x¼	I	144½	84½	34	42x3	56x3½	..	27
28	You	D.B-L	B-L 60	A	7	No	S-T	Own 50R	WF	H	6.05	73.6	Shu 610	O2IMV	342	RI	Ros	7x2¼x¼	P	135½	84¼	30	46x2½	56x3	½	28
29	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 56001H	BF	H	6.83	36.5	Tim 15733H	L4IHV	650	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	½	29
30	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65706H	WF	H	7.00	38.8	Tim 15733H	L4IHV	768	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	½	30
																								4 Ton		
31	Own	D.Ful	Ful MG U	U	4	No	Spi	Tim 58000	2F	H	..	..	Shu 5572	L4IHV	..	CD	Ros	7x3x¼	C	....	....	....	40x2½	62½x3	..	31
32	You	D.B-L	B-L	U	4	No	Spi	Tim 65706D	WF	H	7.25	38.8	Tim 15302	T2IMV	500	RI	Ros	8x3¼x¼	C	169½	103½	34	41½x3	54x3½	¼	32
33	You	D.B-L	B-L 60-7	A	7	No	Blo	Tim 65720	WF	R	8.5	80.7	Shu 638	B4IA	..	TD	Ros	7x2½x¼	C	Opt	Opt	32	40x2½	50x3	½	33
34	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.96	50.7	Shu	L4IHV	546	CD	Ros	8½x3x⅋	T	142	84	34½	40x2½	54x3	½	34
35	Chi	D.B-L	B-L 51	U	5	No	Spi 3	Tim 65706Dh	WF	R	6.0	35.8	Tim 15733H	L4IH	631	TD	Ros	7x4x¼	T	....	....	33½	41½x2½	54¾x3	N	35
36	Own	D.B-L	B-L 55	A	4	No	Blo 4	Tim 66600	WF	R	8.75	46.8	Tim 16302	T2IM	235	2I	Ros	8x3¼x¼	T	Opt	Opt	38	43½x3	53¼x3½	N	36
37	Own	D.B-L	B-L 55 Max	A	7	No	Blo 4	Tim 66600	WF	R	8.75	83.1	Tim 16302	T2IM	235	2I	Ros	8x3¼x¼	T	Opt	Opt	38	43½x3	53¼x3½	N	37
38	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302	....	....	....	Ros	....	....	144	94½	....	....	....	....	38
39	Per	D B-L	B-L 55	A	7	....	Spi	Tim66704DH	WF	H	Opt	Opt	Tim 26450H	T2IMV	695	2I	Ros	8x3½x¼	T	162	109	34	46x3	60x3½	½	39
40	Per	D.B-L	B-L 55	U	4	No	Spi 3	Tim 65706H	WF	R	7¾	43.5	Tim 15733H	L4IHV	489	TD	Ros	7x4x¼	T	134⅝	77¼	35	42x2½	56x3	½	40
41	Per	D.B-L	B-L 55&60	U	7	A 3	Spi 4	Tim 66700	WF	R	6.92	124	Tim 16000	T2IMV	...	TX	Ros	8x3x⅋	C	168	101¼	....	44x3	60x3½	N	41
42	Per	D.B-L	B-L 55&60	U	7	A 3	Spi 4	Tim 66700	WF	R	6.92	124	Tim 16000	T2IMV	...	TX	Ros	8x3x⅋	C	168	95¾	....	44x3	60x3½	N	42
43	Per	D.B-L	B-L 55&60	U	7	A 3	Spi 4	Tim 66700	WF	R	6.92	124	Tim 16000	T2IMV	...	TX	Ros	8x3x⅋	C	168	101¼	....	44x3	60x3½	N	43
44	Lon	D.B-L	B-L 55	A	7	No	Blo 4	Tim 58200H	SF	R	7.8	74.2	Tim 15733H	L4IHV	660	TD	Ros	7½x2½x⅋	C	144	79½	32	43x2½	54x3	½	44
45	Lon	D.B-L	B-L 55	A	7	No	Blo 4	Tim 65720H	WF	R	8.5	80.0	Tim 15733H	L4IHV	768	TD	Ros	7½x2½x⅋	C	144	79½	32	43x2½	54x3	½	45
46	Lon	D.B-L	B-L 55	A	7	No	Blo 4	Tim 58200H	SF	R	7.8	74.2	Tim 15733H	L4IHV	660	TD	Ros	7½x2½x⅋	C	144	79½	32	43x2½	54x3	½	46
47	Lon	D.B-L	B-L 55	A	7	No	Blo 4	Tim 65720H	WF	R	8.5	80.8	Tim 15733H	L4IHV	768	TD	Ros	7½x2½x⅋	C	144	79½	32	43x2½	54x3	½	47
48	Lon	D.Ful	Ful H U 16	A	8	....	Own	I	..	8.53	155	Own	....	....	....	Woh	....	....	100	72½	....	....	....	....	48
49	Per	O.H-S	Own	A	5	Op	Blo	Own	BF	H	8.9	88.6	Own	O4XM	252	2I	Ros	7x3x⅓	C	132	93	36	42¾x2½	52¾x2½	½	49
50	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim66700DP	WF	..	10.3	98.2	Tim 16302	....	....	....	Ros	....	....	144	94½	....	....	....	....	50
51	Lon	D.	B-L	A	5	No	Pet	Tim 66704	WF	R	10.0	82.2	Eat 527F	B4IM	795	TX	Jac	9x3½x⅋	P	125	70	34⅋	40x3	54x3	½	51
52	Per	D.Jon	Cov Rus	A	4	No	Blo	Wisc 12527K	2F	H	6.3	41	0Tim	4IA	864	CD	Ros	7½x3x¼	C	128½	73½	36	46x3	58x3½	½	52
53	Per	D.Ful	Ful MG 14	U	4	No	Blo 3	Wis 69317	2F	H	4.3	27.9	Eat 423	BW4IM	...	TD	Ros	8¼x3¼x¼	C	176⅋	119⅋	41½	44x2½	60x3	½	53
54	Own	D.Ful	Ful H	A	4	No	Blo	Wis 1450	2F	H	7.08	79.0	Wis 30	OPM	...	2I	Ros	7½x3x¼	C	138	83¾	36	46x3	58x3½	½	54
55	Own	D.Ful	Ful MG U	U	5	No	Blo 3	Wis 1250	2F	H	7.12	34.2	Shu 5550B	OPM	...	2I	Ros	7½x3x¼	C	138	83¾	36	46x3	58x3½	½	55
56	Chi	D.B-L	B-L 51	U	5	No	Blo	Wis 1237H	2F	R	....	....	Tim 15733 H	L4IHV	...	TD	Ros	7x3½x¼	P	110	....	34	40x2½	56x3	½	56
57	Chi	D. B-L	B-L 51	U	5	No	Blo	Wis 1237H	2F	..	....	....	Tim 15733 H	....	....	....	Ros	....	....	168	....	....	....	....	....	57
58	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.96	50.7	Shu	L4IHV	546	CD	Ros	8½x3x⅋	T	142	84	34½	40x2½	54x3	½	58
59	Per	D.B-L	B-L 55&60	U	8	A 3	Spi 4	Tim 66704 W	WF	H	7	91.5	Tim 16302	T2IV	408	TD	Ros	9x3x¼	T	126	86½	33¼	42x2½	56x3½	½	59
60	Fed	D.B-L	B-L	A	7	....	Spi	Tim 65706H	WF	R	Opt	..	Tim 15733	T4IHV	870	TD	Ros	7x3½x⅋	T	....	....	....	44x2½	60x3	½	60
61	Per	D.Ful	Ful VUOG	U	5	No	Spi 3	Wis 1237-H	2F	R	6.8	48.2	Tim 15733- H	L4IHV	...	FD	Han	8x3x¼	T	133	85¼	32⅋	39x2½	60x3½	½	61
62	Mod	D.B-L	B-L 60 Max	A	7	No	Spi 6	Wis 1552B	2F	R	10.0	95.5	Tim 16300	W2IM	802	FD	Ros	8x3x⅋	C	154½	99½	37	44x3	56x3	½	62
63	Per	D.B-L	B-L 55	A	7	No	Spi	Tim65706DH	W-F	H	8½	80.8	Tim 16702H	L4IH	675	TD	....	8x3½x¼	C	Opt	Opt	34	40x2½	56x3	½	63
64	Own	D.B-L	B-L 55	A	4	A 7	Spi 3	Tim 65702D	WF	R	8.5	45.4	Tim 15302	2MV	....	TX	Ros	7x3½x¼	C	151⅋	95⅋	33	42x3	56x3	½	64
65	Own	P.Own	Own BC	U	4	No	Spi 4	Own BC	2F	H	6.69	39.1	Own BC	O4IV	500	FD	Own	8x2¼x¼	C	120	73	33¼	43½x3	56⅋x3½	..	65
66	Lon	P.B-L	B-L 35	A	4	A 4	Cle	Own	WF	T	7.66	41.0	Tim 14703	L4rIH	....	TX	Ros	9⅋x3½x¼	C	168	102	34	40x2½	42x2½	½	66
67	Chi	D.Ful	Ful G	A	4	Op	Blo	Tim 65706HP	WF	H	7.23	34.8	Tim 15733H	L4IH	768	RI	Ros	8x3x¼	C	134	103½	34	46x3	54x3	N	67
68	Own	D.Own	Own WC	A	4	....	Spi	Own WC	2R	..	9.00	84.2	Own WC	....	....	....	Own	....	....	133¼	78¾	....	....	....	....	68
69	Lon	P.B&B	Cov S HO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim16302	....	....	....	Ros	....	....	144	94½	....	....	....	....	69
70	Own	D.Ful	Ful MG U	U	4	No	Spi	Wis 8837AL	2F	R	7.14	46.4	Shu 5572	L4IHV	785	TD	Ros	7x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	70
71	Own	D.B-L	B-L 51	U	A	5	....	Spi	Wis 1237H	2F	..	....	Tim	....	....	....	Ros	....	....	108	71	....	....	....	....	71
72	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim66700DP	WF	..	10.3	98.2	Tim 16302	....	....	....	Ros	....	....	144	94½	....	....	....	....	72
73	Own	P.B-L	B-L	A	4	Opt	Spi	Tim 65720H	WF	R	Opt	Opt	Tim 15733H	L4IHV	...	TX	Ros	7x3½x⅋	C	Opt	Opt	33	40x2½	54x3	½	73
74	Own	P.B-L	B-L	A	4	Opt	Spi	Tim 65706D	WF	R	Opt	Opt	Shu 5550	T2IMV	...	TX	Ros	7x3½x⅋	C	Opt	Opt	33	40x2½	54x3	½	74
75	Per	D.B-L	B-L 55	U	4	No	Spi	Tim 65706H	WF	R	7.25	38.8	Tim 15733H	L4IHV	768	CD	Ros	7x2½x¼	P	Var	76	32	41x2½	54x3	½	75
76	Per	D.B-L	B-L 55	U	4	No	Spi	Tim 65706H	WF	R	6.8	38.8	Tim 15733H	L4IHV	768	CD	Ros	7x2½x¼	P	Var	76	32	41x2½	54x3	½	76
																								4½ Ton		
77	Per	D.B-L	B-L 55	A	7	No	Spi	Tim66702DH	W-F	H	9.0	85.8	Tim 16702H	L4IH	....	TD	....	8x3½x¼	C	Opt	Opt	34	40x2½	56x3½	½	77
78	Hex	D.B-L	B-L 55	U	4	Op	Spi	Tim 65704	WF	R	8.5	85.5	Tim 15300	O2IM	500	TX	Ros	7x2x¼	C	147	86	34	48x3	54x3	½	78
79	Hex	D.B-L	B-L 51	A	4	....	Har	Own	CD	..	....	57.8	Tim 15300	....	....	....	Ros	....	....	149¾	85¼	....	....	....	....	79
80	Own	P.B-L	B-L	A	4	Opt	Spi	Tim	WF	R	Opt	Opt	Shu 615	T2IMV	...	TX	Ros	7x3½x⅋	C	Opt.	Opt.	33	40x2½	56x3½	½	80
																								5 Ton		
81	Per	D.B-L	B-L 60-7	A	7	No.	Blo	Tim 66700	WF	R	8.75	83.1	Tim 16300	T2IM	495	2RI	Ros	9x3¼x¼	C	168⅝	105¾	37	44x3	34x3½	N	81
82	Own	D.Own	Own 5R	A	4	No	Own	Own R	WF	T	10.0	54.4	Own 5R	OPM	....	2I	....	10x2½x¼	C	Opt	Opt	26	45x3	56x4	N	82
83	Own	P.B&B	Own	A	4	U2	Spi	Tim 66704BY	WF	R	6.00	66.0	Tim 15733B	B4IM	....	TD	Ros	9x2½x¼	C	Opt	Opt	33	42x2½	54x3	¼	83
84	Own	P.B-L	Own	A	4	No	Own	Own 16R	2F	R	6.13	33.0	Own 16R	O4IA	....	TX	Own	9½x2½x¼	C	Opt	Opt	33	44x3	56x3	¼	84
85	Own	D.Ful	Ful MGU	A	4	No	Spi	Tim 65706H	WF	H	....	....	Shu 5572	L4IHV	....	C	Ros	8x3x¼	C	....	....	....	40x2½	62½x3	..	85
86	Own	dp.Lon	Own B	A	4	Op	Spi	Own C	2F	H	8.46	61.7	Own CL	O2IM	516	TD	Ros	9x3x¼	C	158⅞	88¼	34½	42½x3	54¾x4	½	86
87	Own	dp.Lon	Own T	A	12	A	Spi	Own TF	2F	H	7.10	101	Tim 26450	LO4ID	602	TD	Ros	9x3x¼	C	175½	105	34½	42½x3	54¾x4	½	87
88	You	D.B-L	B-L 70	A	7	No	Blo	Tim 66704W	WF	R	9½	90.0	Shu 638	B4IA	....	FD	Ros	8x2½x⅓	P	Opt	Opt	36	42x3	52x3½	..	88
89	Lon	D.B-L	B-L	U	4	No	Spi 3	Tim	WF	R	8.75	63.7	Shu	LT4IVH	664	CD	Ros	8x3x⅋	P	162	99	36	40x3	54x4	½	89
90	Chi	D.B-L	B-L 60 Max	A	7	No	Spi 4	Tim65706DH	WF	R	....	57	Tim 16302	L2IH	495	TD	Ros	6x3½x⅓	C	....	....	34	41x2½	54½x3	..	90
91	Own	D.B-L	B-L 60	A	4	No	Blo	T' 68702DHP	WF	R	8.80	47.1	Tim 17300	T2IH	288	RI	Ros	10x3¼x¼	C	Opt	Opt	38	43½x3	55½x4	N	91
92	Own	D.B-L	B-L 60 Max	A	7	No	Blo	T' 68702DHP	WF	R	8.80	83.6	Tim 17300	T2IH	288	RI	Ros	10x3¼x¼	C	Opt	Opt	38	43½x3	55½x4	N	92
93	R-T	D.Ful	Ful R U16	A	8	A 2	Spi	Wis 122	2F	H	8.54	140	Wis 122F	W2/4IM	....	TD	Ros	14x2⅝x1¼	C	168	105	30	48x3½	52x3½	C	93
94	Per	D.Ful	Ful H U 16	U	8	A 2	Spi	Wis 122	2F	H	8.54	175	Wis 122F	W2/4IM	....	TD	Ros	14x2⅝x1¼	C	168	105	30	48x3½	52x3½	C	94
95	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	....	....	....	Ros	....	....	144	94½	....	....	....	....	95
96	Per	D.B-L	B-L 60	A	7	....	Spi	Tim66704DH	WF	H	Opt	Opt	Tim 26450H	T2IMV	695	2I	Ros	8x2¼x¼	T	162	109	34	46x3	60x3½	½	96
97	Per	D.B-L	B-L 60	A	4	No	Spi 4	Tim 66702H	WF	R	9.50	50.8	Tim 26450H	L4IHV	520	TD	Ros	10x3¼x⅋	C	132¾	78¼	37	48x3	60x3½	½	97
98	G&O	D.Cov	B-L	A	4	No	Spi 4	Tim68700DH	WF	R	Opt	Opt	Tim 17300	T2IH	572	TD	Ros	9x3½x¼	C	140¼	90¾	37	46x3	56x4	½	98
99	Own	D.Ful	Ful HU18	U	4	....	Blo 5	Wis 1458	2F	R	9.15	87.5	Shu 615	W2IMV	503	CX	Ros	10x2¾x⅋	P	216	130	36	45x3	54x4	½	99
100	Own	D.Jul	.ul HU18	U	4	....	Blo 5	Wis 1567	2F	R	10.3	64	Shu 650	W2IM	538	CX	Ros	10x2¾x⅋	T	156	108	36	48x3	54x4	½	100
101	Mod	D.B-L	B-L 70	..	7	No	Cle	Tim 68700	WF	R	Opt	Opt	Shu	T2IA	....	....	Ros	9¼x3¼x½⅋	C	....	....	38½	42x3	56x4	N	101
102	Lon	P.B&B	B-L 55	A	7	No	P-S 4	T' 66704 HP	WF	R	7.8	74.1	Own	L4IHV	894	RI	Ros	7⅋x3½x½	C	180	107½	34	42x2½	54x3	½	102
103	Lon	P.B&B	B-L 55	A	7	No	P-S 4	T' 66704WP	WF	R	7.8	74.1	Own	T4IA	921	RI	Ros	7⅋x3½x⅋	P	180	107½	34	42x2½	54x3	½	103
104	Lon	D.B-L	B-L 60	A	7	No	Blo 4	Tim 66702W	WF	R	8.75	83.2	Tim16700TW	T4IA	920	TD	Ros	8x2½x⅋	C	200¾	124¼	38	46x3	54x3	½	104
105	Lon	D.Ful	Ful H U 16	U	8	....	Cle	Own	IF	..	8.53	155	Own	....	....	....	Woh	....	....	112	84½	....	....	....	....	105
106	Lon	D.Ful	Ful H U 16	U	8	....	....	Own	I	..	8.53	155	Own	....	....	....	Woh	....	....	174	114½	....	....	....	....	106
107	Per	D.B-L	B-L 714	U	8	Op	Blo	Wis	2F	H	10.0	207	Wis	B4IMV	528	T4	Ros	8x3 ¼	C	156	....	34	48 3½	52x4	N	107
108	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	....	....	....	Ros	....	....	144	94½	....	....	....	....	108
109	Lon	D.Own	B-L	A	5	No	Pet	Tim SW200	WF	R	9.25	76.0	Eat 527-F	BrIA	870	TX	Jac	9⅋x3½x¼⅋	P	161	100¼	34½	40x3	50x4	½	109
110	Per	D.Ful	Ful H U 16	U	4	No	Blo	Wi' 12527KW	2F	H	4.00	25.2	Tim 1660	4IA	....	TD	Ros	8¾x3½x¼⅋	C	198½	141½	41½	44x3	60x4	½	110
111	Own	D.Ful	Ful H	A	8	....	Blo	Wis 1700	2F	..	7.33	82.0	Wis 30	OPM	....	2I	Ros	....	....	138	83¾	36	46x3	58x3½	½	111
112	Own	D.Ful	Ful H	A	8	A	Blo 4	Wis 1700	2F	H	7.33	82.0	Wis 30	OPM	....	2I	Ros	7½x3x¼	C	138	83¾	36	46x3	58x3½	½	112
113	You	D.B-L	B-L 60	A	7	No	Blo	Tim66720DH	WF	H	9.00	85.5	Tim 16710H	LT4IH V	690	TD	Ros	7½x3x¼	C	134	82¼	34	42x2½	62x3½	½	113
114	Chi	D.B-L	B-L 55	A	7	A	Blo	Wis 1517H	2F	R	....	....	Tim 16710 H	4IHV	....	TD	Ros	7x3½x¼	P	110	....	34	40x2½	56x3½	½	114

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	5 Ton—Cont'd																									
1	Hahn.....67HL	....	164	184	23500	8900	P 36x8	DP36x8	Con 21R	6-4½x4¾	427.5	45.9	100-2400	H	C	N	2¾	....	7	FP	No	Zen	V	A-L	A-L	1
2	Hug.....97	....	135	....	....	....	P 38x9	DP38x9	Bud BA6	6-4½x5½	411	40.8	83-2100	L	G	C	2½	9¼	4	PC	Bu	Zen	V	R.Bo	D-R	2
3	Indiana.....250	....	182	224	25000	10000	P 40x8	DP40x8	Con	6-4¾x4¾	427.5	45.9	100-2400	H	C	N	2¾	13⅛	7	CC	KP	Str	G	A-L	A-L	3
4	International HS-104C	160	235	....	....	10595	S 36x6°	S 40x14	HaS 152	4-4¾x5½	390	36.1	60-1800	H	C	A	3	8⅜	3	PC	HS	Zen	G	R- Bo	D-R3	4
5	Kleiber.....66	5000	206	....	22000	9435	B 9.75/20	DB9 75x20	Con 21R	6-4¾x4¾	428.4	45.9	100-2600	H	C	N	2¾	13⅛	7	PC	No	Str	V	R-Bo	D-R	5
6	Lange.....T	5775	148	188	26000	9200	P 40x8	DP40x8	Her YXC2	6-4½x4¾	453	48.6	99-2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	6
7	Maccar.....86	....	177	209	22900	8200	S 36x6	DS36x6	Bud BA6	6-4½x5½	411.0	40.8	75-2200	L	G	C	2½	....	4	PC	Pe	Str	V	R.Bo	D-R	7
8	Maccar.....86A	....	170	216	25000	9500	B 10.50/20	B10.50/20	Her YXC3	6-4⅝x4¾	478.8	51.2	106-2400	L	G	C	3	....	7	PC	....	Str	P	D-R	D-R	8
9	Maccar.....G1	....	186	.04	....	8975	S 36x6	DS40x6	Wis RBU	4-5x6	471.2	40.0	64-1600	L	G	C	2¼	....	3	PC	Pe	Str	V	Els	D-R	9
10	Mack BC 3½-5 Ton.	5500	154	190	....	....	P 36x8	DP36x8	Own BC	6-4x5½	414.7	38.4	100-2300	L	G	C	3	12⅛	7	FP	Ha	Str	V	N-E	N-E	10
11	Mack BJ 3½-5 Ton.	6150	169	240	....	....	P 36x8	DP36x8	Own BK	6-4½x5½	525.2	48.6	126-2200	L	G	S	3½	10½	4	PS	On	Str	V	N-E	N-E	11
12	Mack AK 3½-5 Ton.	5150	162	228	....	....	S 36x5	DS36x5	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	.....	12
13	Mack AK 3½-5 Ton.	5250	162	228	....	....	S 36x5	DS36x5	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	.....	13
14	Mack AC 3½-5 Ton.	4950	156	240	....	....	S 36x5	DS40x5	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	.....	14
15	Moreland.....EX-7	4325	182	....	19000	6500	B 9.00/20	DB9.00/20	Her WXC2	6-4½x4½	360.8	40.8	78-....	L	G	C	2⅝	....	7	PC	No	Zen	M	A-L	A-L	15
16	Pierce-Arrow.....RD	5400	162	198	....	8750	S 36x6	DS36x7	Own RD	4-4½x6¾	429.4	32.4	....	T	....	....	....	....	....	FP	On	Str	V	D-R	D-R	16
17	Relay.....100AC	6615	230	....	....	10000	B 9.00/24	DB9.00/24	Con 21R	6-4¾x4¾	428.4	45.9	112-2400	L	G	C	2¾	12⅛	7	PC	No	Str	V	A-L	A-L	17
18	Schacht De Luxe..40	....	174	199	22000	7500	P 36x8	DP36x8	Her WXC2	6-4½x4½	360.8	40.8	80-2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	V	A-L	A-L	18
19	Selden.....67C	....	164	184	23500	8700	P 36x8	DP36x8	Con 21R	6-4¾x4¾	427.5	45.9	100-2400	H	C	N	2¾	....	7	FP	No	Str	V	D-R	D-R	19
20	Service.....100	5830	175	192	....	....	S 36x6	S 40x14	Bud BA6	6-4½x5½	411	40.8	78-2250	L	G	C	2½	9¼	4	PC	Bu	Zen	V	A-L	A-L	20
21	Stewart.....31X	4990	165	235	....	8400	S 36x6	DS36x6	Wau 6SRL	6-4⅝x5½	462	45.9	100 2000	L	G	C	3	12⅞	7	PS	....	Str	V	D-R	D-R	21
22	Walter.....FHS	7600	Op	136	26000	9000	B 9.75/24	DB9.75/24	Own 6	6-4½x5¾	549	4 .6	100-1800	L	G	C	3½	10¾	4	PC	On	Zen	V	R- Bo	D-R	22
23	Ward La France.50C	....	Op	Op	24000	9600	S 36x6	DS40x7	Wau SRL	6-4¾x5½	462	45.9	97-2000	L	G	C	3	11¾	7	FP	Wa	Str	P	D-R	D-R	23
24	Ward La France..5B6	....	Op	Op	24000	9800	S 36x6	DS40x7	Wau AB	6-4½x5¾	548.7	48.6	100-1800	L	G	S	3½	11¾	4	FP	Wa	Str	P	R.Bo	D-R	24
25	White.....52	5100	174	215	....	9409	S 36x6	S 40x12	Own GRB	4-4¼x5¾	326.3	28.9	54-1600	L	G	S	2¼	11¾	3	FP	On	Zen	V	Els	.....	25
26	White.....55	4765	174	215	....	8737	S 36x6°	DS40x6	Own GRB	4-4¼x5¾	326.3	28.9	56-1800	L	G	S	2¼	11¾	3	FP	On	Zen	V	.....	L-N 1	26
27	White 64....3½ to 5 T	6300	180	215	23000	9150	P 36x8	DP36x8	Own 1AB	6-4⅝x5¾	519	45.9	96-1800	H	C	S	3	15⅛	7	FP	On	Zen	V	L-N	L-N	27
28	Witt-Will.....R5	5300	159	....	24000	9000	P 38x9	DP38x9	Con 20R	6-4½x4¾	381	40.8	88-2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	28
	5½ Ton and More																									
29	Amer. LaFrance..Z6½	5750	Op	Op	....	9600	S 36x7	DS40x7	Own 5R	4-4¼x6	425.2	36.1	50-1200	L	G	C	2⅜	9⅛	3	PS	On	Zen	V	A-Bo	ABo1	29
30	Amer. LaFrance..U7½	6000	Op	Op	30000	10500	S 36x7	DS40x8	Own 5R	4-4¾x6	425.2	36.1	50-1200	L	G	C	2⅜	9⅛	3	PS	On	Zen	V	A-Bo	ABo1	30
31	Am.-LaF. Big Ch. 16R	6500	226	Op	30000	10000	P 40x8	DP40x8	Own	6-4½x6	425.2	48.6	50-1200	L	G	C	2⅜	9⅛	3	FP	Bu	Zen	V	D-R	D-R	31
32	Autocar . F-7½ Ton	6800	173	214	32000	11000	S 36x7°	DS40x8°	Own	6-4¾x4¾	453	48.6	101-2400	L	G	C	3	14½	7	FP	Ha	Str	V	D-R	L-N	32
33	Brockway.290-7½ Ton	....	182	212	30000	10750	P 38x7	S 40x14	Con	6-4¾x5¾	611.4	54.2	116-1800	L	C	C	3	13⅛	7	FP	Pe	Str	E	L-N	L-N	33
34	Chicago.....1-56-D	....	174	222	....	13000	P 36x8	DP36x8	Wau 6SRL	6-4⅝x5½	462	45.9	97-2000	L	G	A	3	13⅞	7	FP	Wa	Zen	V	A-L	A-L	34
35	Clinton. .120SM-7 Ton	5600	172	Op	27000	9500	S 36x6	S 40x14	Bud BTU	4-5x6½	510.5	40.0	61-1400	L	G	C	2⅝r	12⅛	3	PC	Bu	Zen	V	Spl	D-R	35
36	Coleman F-200 7½ Ton	....	144	148	32000	13750	P 44x10	DP44x10	Sterling	6-5¼x6	779.3	66.1	177-2200	L	G	A	3	13½	7	FP	St	Sch	V	N-E	N-E	36
37	Commerce.....100 ZB	5830	175	....	....	9600	S 36x6	S 40x14	Bud BA6	6-4¼x5½	411	40.8	83-2000	L	G	C	2½	9⅛	4	PC	Bu	Zen	V	A-L	A-L	37
38	Corbitt 5-7 T . .33W6	....	195	230	33200	10000	S 36x6	DS40x6	Con 21R	6-4⅝x4¾	427.5	45.9	112-2400	H	C	C	2¾	13⅛	7	FP	No	Zen	V	D-R	D-R	38
39	Federal. . X8 7½ Ton	5085	162	186	28000	9750	S 36x6	S 40x14	Con B7	4-5x6	471	40.0	61-1350	L	G	C	2⅜	10⅛	3	FP	Pe	Zen	V	A-Bo	D-R	39
40	Federal. X8R 7½ Ton	5810	162	186	28000	10000	P 40x8	DP40x8	Con 21R	6-4⅝x4¾	427.5	45.9	100-2200	H	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	40
41	F.W.D. M7 7½ Ton	....	....	165	Op	13000	P 40x10	DP40x10	Wau RB	6-5x5¾	677	60.	127-2000	L	G	C	3½	11¾	4	PC	Wa	Zen	V	Els	N-E	41
42	Freeman . GL 7½ Ton	7200	156	....	....	10000	P 38x9	DP38x9	Bud GL 6	6-4½x6	572.5	48.6	114-2200	L	G	C	3	10⅞	4	FP	Bu	Str	E	R- Bo	R- Bo	42
43	Freeman . GL 186	7400	186	....	....	....	P 38x9	DP38x9	Bud GL 6	6-4½x6	572.5	48.6	114-2200	L	G	C	3	10⅞	4	FP	Bu	Str	E	R- Bo	R- Bo	43
44	Freeman . BAS-156 3-T	6650	156	....	....	8650	P 38x9	DP38x9	Bud BA6	6-4½x5½	411	40.8	83-2000	L	G	C	2½	9⅛	4	PC	Bu	Str	E	R- Bo	R- Bo	44
45	Freeman BAS 186 5½-7	6750	186	....	....	8900	P 38x9	DP38x9	Bud BA6	6-4½x5½	411	40.8	83-2000	L	G	C	2⅜	9⅛	4	PC	Bu	Str	E	R-Bo	R- Bo	45
46	Garford.....100ZB	5830	175	....	....	9600	S 36x6	S 40x14	Bud BA6	6-4¼x5½	411	40.8	83-2000	L	G	C	2½	9⅛	4	PC	Bu	Zen	V	A-L	A-L	46
47	Gramm.....60	4745	153	200	20700	8700	S 36x6	S 36x14	Lyc TS	6-3½x5	353.8	36.1	85-2200	L	G	A	2¼	10	4	FP	Ha	Zen	M	A-L	A-L	47
48	Gramm.....60	4745	153	200	20700	8700	S 36x6	S 36x14	Her G	4-4¾x5¾	407.6	36.1	63-....	L	G	C	3	....	3	PC	Pe	Zen	V	A-L	A-L	48
49	Hahn.....77 5-7 T.	....	....	....	27800	....	....	....	....	....	....	....	127-2300	L	C	A	3	....	....	....	....	....	....	.....	.....	49
50	Indiana . 290 7½ Ton	....	182	212	30000	10750	P 38x7	S 40x14	Con	6-4¾x5¾	611.4	54.2	116-1800	L	C	C	3	13⅛	7	FP	Pe	Str	E	L-N	L-N	50
51	LaFran.-Republic. 35-2	1744	198	24000	....	8750	P 38x9	DP38x9	Wau 6AB	6-4½x5¾	549.0	48.6	98-1850	L	G	C	3	11⅛	4	PC	Wa	Zen	V	A-L	A-L	51
52	Mack . AC 5½-7 Ton	6000	156	240	....	....	S 36x7	DS40x7	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	.....	52
53	Mack AP....7½ Ton	9500	191	191	....	....	S 36x7	DS40x8	Own AP	6-5x6	706.5	60.	150-2000	L	G	S	3⅛	11⅛	4	PS	On	Str	V	R-Bo	NE	53
54	Moreland.....H7	5200	196	....	22000	8000	P 36x8	DP36x8	Her YXC	6-4⅜x4¾	428.4	45.9	94-2200	L	..	C	3	15	7	PC	No	Zen	M	A-L	A-L	54
55	Pierce-Arrow RF 7½ T	5600	168	204	....	9540	S 36x6°	DS40x8	Own RF	4-4½x6¾	429.4	32.4	....	T	....	....	....	....	....	FP	On	Str	P	D-R	D-R	55
56	Schacht.....60 6 Ton	....	205	217	22600	8600	P 38x7	DP38x7	WauSRL	6-4¾x5½	462	45.9	88-2000	L	..	B	3	....	7	FP	Mo	Zen	G	L-N	L-N	56
57	Schacht.....65 6 Ton	....	160	178	24400	9000	P 36x5	S36x12	Wau SRL	6-4¾x5½	462	45.9	88-2000	L	G	B	3	....	7	PC	Mo	Zen	G	L-N	L-N	57
58	Schacht.....70 7½ Ton	....	168	200	30500	10500	S 36x7	DS 40x8	Wau SRL	6-4¾x5½	462	45.9	88-2000	L	G	B	3	....	7	FP	Mo	Zen	G	A-Bo	No	58
59	Selden.....77	....	170	220	....	11800	P 36x8	DS36x6	Con 16H	6-4¾x5¾	611.4	54.1	....	L	..	C	....	....	....	FP	No	Str	V	D-R	D-R	59
60	Service.....100ZB	5830	175	....	....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	410.9	40.8	83-2000	L	G	C	2½	9⅛	4	PC	No	Zen	V	A-L	A-L	60
61	Standard.....5-7	....	165	180	....	8700	S 36x6	S 40x14	Con B5	4-4¾x6	425.3	36.1	....	L	G	C	2⅜	....	3	FP	Si	Str	V	Els	ABo1	61
62	Ster. .EW 23-64 .5½-7	....	174	192	23000	7950	S 36x5	S 40x10	Wau 6KS	6-4x4¾	3 8	38.4	71-2000	L	G	C	3	13⅞	7	FP	Wa	Zen	V	.....	L-N	62
63	Ster. . DC 23-64 .5½-7	....	166	180	23000	8400	S 36x5	S 36x12	Wau 6KS	6-4x4¾	8	38.4	71-2000	L	G	C	3	13⅞	7	FP	Wa	Zen	V	.....	L-N	63
64	Sterling DW20-64 5-6	....	....	....	20000	....	....	....	Wau 6SRL	6-4⅜x5½	462	46.0	88-2000	L	G	A	3	13⅞	7	FC	....	....	....	.....	.....	64
65	Sterling EW27-64 7-8½	....	174	192	27000	9765	S 36x6	S 40x4	Wau 6SRL	6-4⅜x5½	462	46.0	88-2000	L	G	A	3	13⅞	7	FP	Wa	Zen	V	.....	L-N	65
66	Sterling DC26-64 7-8½	....	166	180	26000	7730	S 36x5	S40x12	Wau 6SRL	6-4⅜x5½	462	46.0	88-2000	L	G	A	3	13⅞	7	FP	Wa	Zen	V	.....	L-N	66
67	Sterling DC27-64 7-8½	....	174	188	27000	7825	S 36x6	S40x12	Wau 6HB	6-4¼x5¾	489	43.3	90-1900	L	G	C	3½	11⅝	4	FP	Wa	Zen	V	.....	L-N	67
68	Ster'g EC29-66 8½-10	....	182	200	29000	10380	S 36x6	S 40x14	Wau 6AB	6-4½x5¾	549	48.6	98-1850	L	G	C	3½	11⅝	4	FP	Wa	Zen	V	.....	L-N	68
69	Sterling EC35-66 10-12	....	182	200	35000	10930	S 36x6	S 40x14	Wau 6AB	6-4½x5¾	549	48.6	98-1850	L	G	C	3½	11⅝	4	FP	Wa	Zen	V	.....	L-N	69
70	Stewart. 27X 6-7 Ton	5700	165	235	26677	9927	P 36x7	P 40x7	Wau 6SRL	6-4⅝x5½	462	45.9	100-2000	L	G	C	3	12⅞	7	FP	Wa	Str	V	D-R	D-R	70
71	Walter. . .FHRS 7½ T.	8000	Op	136	31000	10000	B10.50/24	DB10.5/24	Own 6	6-4½x5¾	549	48.6	100-1800	L	G	C	3½	10⅝	4	PC	On	Zen	V	R-Bo	D-R	71
72	Ward La France 50D-7	5700	Op	Op	28000	9900	P 40x8	DP40x8	Wau SRL	6-4⅜x5½	462	45.9	97-2000	L	G	C	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	72
73	Ward La France 70C-7	5550	Op	Op	28000	10500	S 36x7	DS40x8	Wau SRL	6-4⅜x5½	462	45.9	97-2000	L	G	C	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	73
74	Ward La Fra. 7B6-7½	6300	Op	Op	28000	10500	S 36x7	DS40x8	Wau AB	6-4½x5¾	540	48.6	100-1800	L	L	G	3½	11⅝	4	FP	Wa	Str	P	R-Bo	D-R	74
75	White.....52	5100	174	215	....	9409	S 36x6	S 40x12	Own GRB	4-4¼x5¾	326.3	28.9	54-1600	L	G	S	2¼	11¾	3	FP	On	Zen	V	Els	.....	75
76	White.....59A	6000	155	244	....	9775	P 40x8	S 40x14	Own 3A	6-4x5¼	396	38.4	72-1800	H	C	S	2¾	12⅛	7	FP	On	Zen	M	D-R	D-R	76
77	Witt-Will.....R55	5700	159	....	27000	9500	P 38x9	DP38x9	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	77
	Tractor-Trucks																									
78	Amer. LaFrance. 5. T	3950	131	131	.....	6400	S 36x5	S 36x10	Own 2R	4-4¼x6	340.4	28.9	42-1400	L	G	C	2¾	9⅛	3	PS	On	Zen	V	A- Bo	ABo1	78
79	Amer. LaFrance 7 To	4950	133	133	.....	8400	S 36x6	DS36x6	Own 3R	4-4¼x6	340.4	28.9	42-1400	L	G	C	2¾	9⅛	3	PS	On	Zen	V	A- Bo	ABo1	79
80	Amer. LaFrance 10 T.	5500	133	133	.....	9400	S 36x6	DS40x6	Own 5R	4-4¾x6	425.3	36.1	50-1200	L	G	C	2⅜	9⅛	3	PS	On	Zen	V	A- Bo	ABo1	80
81	Amer. LaFrance 13 T.	5750	133	133	.....	9500	S 36x7	DS40x7	Own 5R	4-4¾x6	425.3	36.1	50-1200	L	G	C	2⅜	9⅛	3	PS	On	Zen	V	A- Bo	ABo1	81
82	Amer. LaFrance 15 T.	6000	133	133	.....	9700	S 36x7	DS40x8	Own 5R	4-4¾x6	425.3	36.1	50-1200	L	G	C	2⅜	9⅛	3	PS	On	Zen	V	A- Bo	ABo1	82
83	Armleder.....30	....	115	....	....	4100	S 34x7	S 34x6	Her OX	4-4x5	251.3	25.6	46-....	L	G	C	2	....	3	PC	No	Zen	V	A-L	A-L	83
84	Armleder.....50	....	116	....	....	5100	S 36x4	S 36x8	Bud EBU-I	4-4¼x5½	312.0	28.9	48-1850	L	G	C	2	....	3	PC	Ha	Zen	V	A-L	A-L	84
85	Armleder.....70	....	119	....	....	7000	S 36x6	S 36x12	Bud YBU-I	4-4½x6	381.7	32.4	60-1700	L	G	C	2½	....	3	PC	Ha	Zen	V	A-L	A-L	85
86	Autocar.....DT	3500	140	....	20000	6500	P 34x7	DP34x7	Own	6-4¼x4¾	358	38.4	82-2400	L	G	C	3	13⅛	7	FP	Ha	Str	V	D-R	D-R	86
87	Autocar.....SHT	4300	104	....	30000	6770	P 34x7	DP34x7	Own	6-4¼x4¾	404	43.4	92-2400	L	G	C	3	14½	7	FP	Ha	Str	G	D-R	L-N	87
88	Autocar.....SCHT	4300	145	....	30000	6860	P 34x7	DP34x7	Own	6-4¼x4¾	404	43.4	92-2400	L	G	C	3	14½	7	FP	Ha	Str	V	D-R	L-N	88
89	Autocar.....SHST	4800	104	....	40000	7900	P 40x8	DP40x8	Own	6-4¼x4¾	404	43.4	92-2400	L	G	C	3	14½	7	FP	Ha	Str	G	D-R	L-N	89
90	Autocar.....SCHST	4800	145	....	40000	8180	P 40x8	DP40x8	Own	6-4¼x4¾	404	43.4	92-2400	L	G	C	3	14½	7	FP	Ha	Str	V	D-R	L-N	90
91	Autocar.....FT	6800	153	....	60000	11000	S 36x7	DS40x8	Own	6-4½x4¾	453	48.6	101-2400	L	G	C	3	14½	7	FP	Ha	Str	V	D-R	L-N	91
92	Brockway.....90	....	137	137	.....	3650	P 32x6	P 32x6	Con	6-3⅜x4⅝	248.2	27.3	66-2700	L	C	C	2⅝	10⅞	7	CC	No	Zen	V	A-L	A-L	92
93	Brockway.....140	....	138	138	.....	5500	P 32x6	DP32x6	Con	6-4x4½	311	38.4	73-2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	93
94	Brockway.....170	....	138	138	.....	6800	P 32x6	DP32x6	Con	6-4½x4¾	320.9	40.8	89-2400	H	C	N	2¾	13⅛	7	CC	Ha	Zen	M	A-L	A-L	94
95	Brockway.....195	....	138	138	.....	7500	P 34x7	DP34x7	Con	6-4½x4¾	380.9	40.8	89-2400	H	C	N	2¾	13⅛	7	CC	Ha	Zen	M	A-L	A-L	95
96	Brockway.....220	....	138	138	.....	8200	P 36x7	DP36x8	Con	6-4⅜x4¾	427.5	45.9	100-2400	H	C	N	2¾	13⅛	7	CC	Ha	Zen	M	A-L	A-L	96
97	Brockway.....190	....	139	139	.....	7625	P 34x7	DP34x7	Con	6-4½x4¾	380.9	40.8	89-2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	97
98	Brockway.....250	....	146	146	.....	10000	P 40x8	DP40x8	Con	6-4⅜x4¾	427.5	45.9	100-2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	98
99	Brockway.....290	....	146	146	.....	10750	P 38x7	S 40x14	Con	6-4¾x5¾	e11.4	54.2	116-1800	L	C	C	3	13⅛	7	FP	Pe	Str	E	L-N	L-N	99
100	Diamond T. . .303-2	1745	138	....	....	4500	P 32x6	DP32x6	Her WXB	6-3¾x4½	298	33.7	6⅝-2400	L	G	C	2⅝	13⅛	7	PC	Ha	Zen	V	A-L	A-L	100
101	Diamond T. . .551-2½	2250	132	....	....	5300	P 32x6	DP32x6	Her WXC	6-4x4½	339	38.4	75-2400	L	G	C	2⅝	13⅛	7	PC	Ha	Zen	V	A-L	A-L	101
102	Diamond T. . .602-3 T	3440	150	....	....	7300	P 36x8	DP36x8	Her YXC	6-4⅜x4¾	428	45.9	94-2200	L	G	C	2¾	13⅛	7	PC	Ha	Zen	G	A-L	A-L	102
103	Federal.....A6TW	2360	140	....	25000	4890	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248	27.3	64-2500	L	G	C	2⅝	10⅛	7	PC	KP	Zen	V	D-R	D-R	103
104	Federal.....T10W	2915	158	....	32000	6525	P 34x7	DP34x7	Con 16 R	6-4x4½	311	38.4	75-2200	H	C	C	2¾	13⅛	7	PC	KP	Zen	M	D-R	D-R	104
105	Federal.....U6	3860	143	158	43000	7155	P 34x7	DP34x7	Con 18R	6-4x4½	339	38.4	85-2200	H	C	C	2¾	13⅛	7	PC	KP	Zen	M	D-R	D-R	105
106	Federal.....4C6A	4735	144	161	50000	8120	P 36x8	DP36x8	Con 20R	6-4½x4¾	381	40.8	90-2200	H	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	106
107	Federal.....4C6AB	4960	144	161	50000	8505	P 36x8	DP36x8	Con 20R	6-4½x4¾	381	40.8	90-2200	H	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	107
108	Federal.....XB	5085	155	....	65000	9650	S 36x6	S 40x14	Con B7	4-5x6	471	40.0	61-1350	L	G	C	2⅜	10⅛	3	FP	Pe	Zen	V	ABo	D-R	108
109	Federal.....X8R	5810	155	....	65000	9900	P 40x8	DP40x8	Con 21R	6-4⅜x4¾	428	45.9	100-2200	H	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	109
110	Freeman BAT-144 7T.	6450	144	....	....	9800	P 38x9	DP38x9	Bud BA6	6-4½x5½	411	40.8	83-2100	L	G	C	2½	9⅛	4	PC	Bu	Str	E	R- Bo	R- Bo	110
111	Freeman GLT-144 7½	7050	144	....	....	10500	P 38x9	DP38x9	Bud GL6	6-4½x6	572.5	48.6	114-1900	L	G	C	3	10⅞	4	PC	Bu	Str	E	R- Bo	R- Bo	111
112	Gen. Mot. 2216 2½-3	1035	130	....	14000	2975	P 30x5	DP30x5	Pontiac	6-3⅛x3½	200.3	26.3	58-3000	L	C	B	2⅛r	5⅛	3	PC	No	Mar	M	D-R	D-R	112
113	Gen. Mot. 2513 2½-3	1380	130	....	14000	3545	P 32x6	DP32x6	Buick	6-3⅛x4⅝	257.5	28.3	76-2500	H	G	C	2⅝	8⅛	4	PC	Ha	Mar	M	D-R	D-R	113
114	Gen. Mot. 3204 3-4 T.	1700	141	....	17000	4645	P 32x6	DP32x6	Buick	6-3⅛x4⅝	257.5	28.3	76-2500	H	G	C	2⅝	8⅛	4	PC	Ha	Mar	M	D-R	D-R	114

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios Reduc. in High	Rear Axle: Gear Ratios Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Auxiliary Type	Line Number
																							5 Ton–Con'd			
1	Chl	D.B-L	B-L 55	A	7	A	Blo	Wis 1517H	2F	R	. . . .	. . . .	Tim 16710 H	4IHV	. . .	TD	Ros	7x3½x¼	P	168	. . . .	34	40x2½	56x3½	½	1
2	You	D.B-L	B-L 55	A	7	A	Blo 4	Wisc 12527	2F	H	8.6	82.0	Shu 678	W4IA	. . .	TD	Ros	7x3⅝x¼	P	I	. . . .	34⅝	41⅛x2½	54⅛x3½	½	2
3	Lon	D.B-L	B-L	U	4	No	Spi 3	Tim	WF	R	8.75	63.7	Shu	LT41HV	664	CD	Ros	8x3x⅛		162	99	36	40x3	54x4		3
4	Own	P.Own	Own	A	5	No	Own	Own	CD	R	10.1	90.5	Eat 74C	BO4IM	736	4I	Own	8x3x¼	T	120	82⅛	34	44x3	54x4	½	4
5	Own	D.B-L	B-L	A	7	Spi	Spi 6	Tim 66702D	W	R	8.50	. . . .	Tim 16302	. . .	. . .	. .	Ros	8x3½x⅛		. . . .	. . . .	. .	44x2½	52x3		5
6	Mod	D.B-L	B-L 60 Max	A	7	No	Spi 6	Wis 1700	2F	R	10.0	96.0	Tim 16300	W2IM	802	FD	Ros	8x3x⅛	P	154½	99½	37	49x3	56x4	½	6
7	Bus	D.B-L	B-L 55	A	4	. . .	Spi	Tim 66702D	WF	. .	9.66	51.7	Tim 16302	. . .	. . .	. .	Ros	. . . .		148	92½	. . . .	. . . .	. . . .	. .	7
8	Per	B-L	B-L 60	A	7	. . . .	Spi	Tim66720TW	. .	R	7.8	. . . .	Tim26450TW	T4IA	. . .	. .	Ros	12x3½x¼	. .	. . . .	. . . .	42x3	58½x3	. .	8
9	Own	Own	B-L 55	A	4	. . . .	Spi	Tim 66702D	WF	. .	10.2	54.8	Tim 17300	. . .	. . .	. .	Ros	. . . .		180	101¾	. . . .	. . . .	. . . .	. .	9
10	Own	P.Own	Own BC	U	4	No	Spi 2	Own BC	CD	R	7.17	46.1	Own BC	O4IV	589	FD	Own	8½x3x⅛	T	120	73	33¼	42½x3	54x3		10
11	Own	P.Own	Own BJ	A	4	No	Spi 5	Own AK	2F	H	4.25	22.4	Own BJ	O4IV	578	FD	Own	8½x2⅛x⅛	T	144	80	33⅜	48x3½	56⅛x3½	½	11
12	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	CD	R	5.99	38.5	Own AK	O4IV	490	JX	Own	8½x2¼x¼	C	132	93⅛	37¼	48x3½	52x4	½	12
13	Own	P.Own	Own AC	A	4	No	Spi 3	Own AK	2D	H	5.14	41.1	Own AK	O4IV	490	FX	Own	8½x2¾x¼	C	132	93⅛	37¼	48x3½	56x4	½	13
14	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x⅛	C	132	92	37½	46x3½	52x4	½	14
15	Lon	P.B-L	B-L 51	U	12	A 4	Det	Tim 65706 H	WF	R	7.75	85.4	Tim 16710 H	L4IHV	429	TI	Ros	9⅛x3½x5	C	156	99	34	39½x2½	54x3	½	15
16	Own	D.Own	Own RD	A	4	. . .	Spi	Own RD	WF	. .	7.8	40.4	Own RD	. . .	. . .	. .	Own	. . . .		139¼	78¾	. . . .	. . . .	. . . .	. .	16
17	Lon	D.Ful	Ful VU	A	5	No	Blo	Own	2R	. .	7.88	58.5	Tim 1660W	4IA	447	FX	. . .	8½x3½x⅛	P	216	148	34	42x3	60x4	½	17
18	You	D.Ful	Ful MG U	U	4	Op	Spi	Own	2F	R	8.00	52.0	Shu 5572	L4IHV	893	TD	Ros	8x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	18
19	Own	D.B-L	B-L 55	A	7	. . . .	Blo	Wis 1517H	2F	. .	10.8	. . . .	Tim	. . .	. . .	. .	Ros	. . . .		132	84	. . . .	. . . .	. . . .	. .	19
20	Lon	D.Own	B-L 60 Max	A	7	. . .	Blo	Tim 68700DP	WF	. .	10.1	95.0	Tim 16302	. . .	. . .	. .	Ros	. . . .		144	94½	. . . .	. . . .	. . . .	. .	20
21	Mod	D.Ful	Ful	A	8	U	Spi3	Tim	WF	R	10.5	15.1	Sai	B4IMV	. . .	TX	Ros	9⅛x2¾x⅛	C	136¼	79½	32	40x3	56x4	½	21
22	Own	Own	Own	U	5	No	Own	Own	2D	H	8.50	85.0	Own	O4IM	600	FX	Ros	13x3½	C	126	96	36	52x4	52x4	N	22
23	Own	P.B-L	B-L	A	7	. . . .	Spi	Tim	WF	R	Opt	Opt	Tim	T2IMV	. . .	TX	Ros	8x3½x⅛	. .	Opt	Opt	37	44x3	56x3½	½	23
24	Own	P.B-L	B-L	A	7	. . . .	Spi	Tim	WF	R	Opt	Opt	Tim	T2IMV	. . .	TX	Ros	8x3½x⅛	. .	Opt	Opt	37	44x3	56x3½	½	24
25	Own	P.Own	OwnGRBA	U	5	A1	Spi 3	Own 52	2F	R	11.7	58.4	Own 52	OPXM	224	2I	Own	8x	I	166	105½	42½	44x3	51⅛x5	N	25
26	Own	P.Own	Own 4B	U	4	Op	Spi	Own	2F	R	10.1	66.1	Own	OPM	349	2X	Own	8x	I	166½	105½	42½	44x3	51⅛x5	N	26
27	Own	dp.Own	Own 7B	U	4	No	Spi 4	Own 2 C	2F	R	7.16	46.9	Own 9D	O2IA	283	FI	Ros	8½x3⅛x⅛	C	156¾	91¾	34⅛	42x3	56x3½	. .	27
28	Per	D.B-L	B-L 55	A	4	A7	Spi	Tim66704D H	WF	R	9.0	98.2	Tim 16700H	L4IHV	690	TD	Ros	8x3x¼	C	Var	76	36	. . . .	. . . .	. .	28
																							5½ Ton and More			
29	Own	D.Own	Own 5R	A	4	. . . .	Own	Own 5R	WF	. .	10.0	54.4	Own 5R	. . .	. . .	. .	. . .	. . . .		Opt	Opt	. . . .	. . . .	. . . .	. .	29
30	Bus	D.Own	Own 5R	A	4	No	Own	Own 5R	WF	T	11.7	63.5	Own 5R	O2M	. . .	2X	. . .	8x3x⅛	C	Opt	Opt	36	45x3	56x4	N	30
31	G&O	P.B-L	Own	A	4	No	Own	Own 16R	2F	T	6.13	33.0	Own 16R	OPM	. . .	2X	Own	8x3x⅛	T	209	139	36	45x3	56x4	N	31
32	Own	D.B-L	B-L 70	A	7	No	Spi	Tim 68720	W	H	10.0	94.0	Tim 27450	LT4DV	674	TD	Ros	10½x3x⅛	T	159½	88¾	34¼	42½x3	54½x4	½	32
33	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	WF	H	10.0	95.0	Shu	T4IA	676	TD	Ros	8x3x⅛	P	162	99	36	40x3	54.4	½	33
34	Chl	D.B-L	B-L 60 Max	A	7	No	Spi 6	TimSW300W	WF	R	7.25	68.8	Tim 16302	T4IA	495	TD	Ros	8x3½x⅜	C	. . . .	. . . .	37½	45x3	60x4		34
35	Own	D.B-L	B-L 60	A	4	No	Blo 6	Ti 68702Dhp	WF	R	8.8	83.6	Tim 17300	T2IH	288	RI	Ros	10x3¼x¼	T	Opt	Opt	38	43½x3	55½x4	N	35
36	Per	B-L	B L 714	U	8	A 2	Spi	Wis HD	2D	H	8.5	180	Wis HD	O2/4IA	. . .	TD	Ros	16x3x1¼	T	Opt	Opt	34	48x4	52x4	. .	36
37	Lon	D.Own	B-L 60 Max	A	7	. . . .	Blo	Tim 68700DP	WF	. .	10.1	95.0	Tim 16302	. . .	. . .	. .	Ros	. . . .		144	94½	. . . .	. . . .	. . . .	. .	37
38	Per	D.B-L	B-L 60 Max	A	7	. . . .	Spi	Tim 68700D	WF	. .	Opt	Opt	Tim 2745W	T4IA	603	2I	Ros	8x3x⅛	T	162	109	34	46x3	56x4	½	38
39	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Tim 68700DP	WF	R	11.7	111	Own	T2IMV	603	RI	Gem	9½x3½x⅓	C	151	87⅛	38	44x3	56x3½	½	39
40	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Tim 68703DP	WF	R	11.7	111	Own	T2IMV	462	RI	Gem	9½x3½x⅓	C	151	87⅛	38	44x3	56x3½	½	40
41	Per	D.B-L	B-L 714	U	8	Op	Blo	Wis	2F	H	10	207	Wis	B4IMV	528	T4	Ros	10x3x⅓	C	156	. . . .	34	48x3½	52x4	N	41
42	Lon	D.Ful	Ful H U 16	U	8	. . . .	BC	Own	1F	R	8.53	155	Own	O4FXM	336	TX	Woh	8x3x⅛	C	117	78½	32	54x3	52x4	½	42
43	Lon	D.Ful	Ful H U 16	U	8	. . . .	BC	Own	1F	R	8.53	155	Own	O4FXM	336	TX	Woh	8x3x⅛	C	117	111	32	54x3	52x4	½	43
44	Lon	D.Ful	Ful H U 16	U	4	A	BC	Own	I	R	8.53	155	Own	O4FXM	336	TX	Woh	7x3½x⅛	C	112	84½	32	54x3	52x4	½	44
45	Lon	D.Ful	Ful H U 16	U	4	A	BC	Own	I	R	8.53	155	Own	O4FXM	336	TX	Woh	7x3½x⅛	C	174	114½	32	54x3	52x4	½	45
46	Lon	D.Own	B-L 60 Max	A	7	. . . .	Blo	Tim 68700DP	WF	. .	10.1	95.0	Tim 16302	. . .	. . .	. .	Ros	. . . .		144	94½	. . . .	. . . .	. . . .	. .	46
47	Own	D.Ful	Ful H	A	8	A	Blo4	Wis 1700	2F	H	7.33	82.0	Wis 30	OPM	. . .	2I	Os	7½x3x¼	C	138	83¾	36	46x3	58x3½	½	47
48	Own	D.Ful	Ful H	A	8	. . . .	Blo 4	Wis 1700	2F	. .	7.33	82.0	Wis 30	OPM	. . .	2I	Ros	7½x3x¼	C	138	83¾	36	46x3	58x3½	½	48
49	. . . .	. . . .	. . . .	. .	. .	A	Blo	. . . .	. .	R	. . . .	. . . .	. . . .	4IMV	. . .	TD	. . .	9x3¼x¼	P	. . . .	. . . .	37½	42x3	60x4	½	49
50	Lon	D.B-L	B-L	U	7	No	Spi 4	Tim	WF	R	10.0	95.0	Shu	T4IA	676	TD	Ros	8x3x⅛	P	162	99	36	40x3	54x4	½	50
51	Own	D.Ful	Ful HU	U	4	No	Spi 3	Wis 1567-H	2F	R	7.2	45.1	Tim 26450- H	L4IHV	. . .	FD	Han	9½x3½x⅛	C	128½	81¼	36	44x3	60x3½	½	51
52	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x⅛	C	132	92	37½	46x3½	52x4	½	52
53	Own	P.Own	Own AP	J	4	No	Spi 2	Own AP	CD	R	6.46	41.5	Own AC	O2IV	287	JX	Own	8x3x⅛	C	180	108¾	37½	46x3½	52x4	½	53
54	Lon	P.B-L	B-L 55	U	12	A4	Cle	Tim66704WP	WF	R	9.00	99.2	Tim 16710 H	L4IHV	. . .	TI	Ros	9½x3⅛x⅛	C	168	113	34	39½x2½	56x3½	⅜	54
55	Own	D.Own	Own RF	A	4	. . . .	Spi	Own RF	WF	. .	10.0	51.9	Own RF	. . .	. . .	. .	Own	. . . .		139¼	84¾	. . . .	. . . .	. . . .	. .	55
56	. . . .	D.B-L	B-L 60	A	7	A	Spi	. . . .	. .	R	. . . .	. . . .	. . . .	L4IHV	628	TX	. . .	8½x2¾x¼	C	. . . .	. . . .	35½	42x3	60x3½	½	56
57	Own	D.B-L	B-L 60	A	7	A	Spi	Own. .	2F	R	10.3	65.0	Own	L4IHV	628	TX	Own	8x2½x⅛	C	152	95⅛	35¼	42x3	60x3½	½	57
58	Own	D.B-L	B-L 70	A	7	A	Spi	Own	WF	R	14.0	88.2	Own	O2IMV	628	TX	Ros	9x2½x⅛	C	152	82⅛	35¾	42x3	50x3	½	58
59	Own	D.B-L	B-L 60	A	7	. . . .	Blo	Wis	WF	. .	. . . .	. . . .	Shu	. . .	. . .	. .	Ros	. . . .		216	139	. . . .	. . . .	. . . .	. .	59
60	Lon	Own	B-L 60 Max	A	7	. . . .	Blo	Ti 68700DP	WF	. .	10.1	95.0	Tim 16302	. . .	. . .	. .	Ros	. . . .		144	94½	. . . .	. . . .	. . . .	. .	60
61	Lon	D.B-L	B-L 60	A	7	. . . .	Spi	Ti 68700SP	WF	. .	6.86	83.6	Tim 17300	. . .	. . .	. .	Ros	. . . .		144	93⅜	. . . .	. . . .	. . . .	. .	61
62	. . . .	. . . .	. . . .	. .	. .	. .	Spi	. . . .	. .	R	. . . .	. . . .	. . . .	L4IHV	647	TX	. . .	7x2x¼	C	. . . .	. . . .	34	48x3	54x3	⅛	62
63	Hen	D.B-L	B-L 60	A	4	Op	Spi	Tim 68700	WF	R	10.0	53.5	Tim 16300	T2IM	290	2I	Han	9x2x¼	C	158	97	38	48x3	60x4	. .	63
64	Hex	D.B-L	B-L 60	A	4	Op	Spi	Tim 66601D	WF	R	9.5	50.8	Tim 16300	T2IM	236	2I	Han	7x2x¼	C	158	97	38	48x3	60x3½	. .	64
65	Hex	D.B-L	B-L 55	U	4	Op	Spi	Own	CD	R	. . . .	49.1	Tim 15300	O2IM	500	JX	Ros	9x2x¼	C	147	86	34	48x3	54x3	½	65
66	Hex	D.B-L	B-L 55	U	4	Spi	. . . .	Own	CD	R	. . . .	49.1	Tim 16300	O2IM	660	JX	Ros	9x2x¼	C	147	86	34	48x3	54x3	. .	66
67	Per	D.B-L	B-L 55	U	4	Op	Spi	Own	CD	R	. . . .	49.1	Tim 16300	O2IM	660	JX	Ros	9x2x¼	C	147	86	34	48x3	54x3	½	67
68	Hex	L. H-S	Own	U	6	Op	Spi	Own	CD	R	. . . .	59.8	Tim 17300	O2IMV	660	TX	Han	9x2x¼	C	158	97¼	38	48x3	60x4	. .	68
69	Hex	O. H-S	Own	A	6	Op	Spi	Own	CD	R	. . . .	59.8	Tim 17300	O2IMV	660	TX	Han	9x2x¼	C	158¼	97¼	38	48x3	60x4	. .	69
70	Own	D.Ful	Ful	A	8	U8	Spi 3	Tim	WF	R	6.56	93.8	Eat	B4IMV	. . .	TX	Ros	9½x2¾x⅛	C	136½	76⅜	32	40x3	56x4	½	70
71	Own	Own	Own	U	5	No	Own	Own	2D	H	8.5	85.0	Own	O4FXM	600	FX	Ros	13x3x¼	C	126	96	36	52x4	52x4	N	71
72	Own	P.B-L	B-L	A	7	. . . .	Spi	Tim 68702	WF	. .	Opt	Opt	Tim	T2IMV	. . .	TX	Ros	8x3½x⅛	C	Opt	Opt	37	44x3	56x4	½	72
73	Own	P.B-L	B-L	A	7	. . . .	Spi	Tim 68700	WF	. .	Opt	Opt	Tim	T2IMV	. . .	TX	Ros	8x3½x⅛	C	Opt	Opt	37	44x3	56x4	½	73
74	Own	P.B-L	B-L 7	A	7	. . . .	Spi	Tim 68700D	WF	. .	. . . .	. . . .	Tim	T2IMV	. . .	TX	Ros	9x3½x⅛	C	Opt	Opt	37	44x3	56x4	½	74
75	Own	P.Own	OwnGRBA	U	5	A1	Spi 3	Own 52	2F	R	11.7	58.4	Own 52	OPXM	224	2I	Own	8x	I	166	105½	42½	44x3	51⅛x5	N	75
76	Own	dp.Own	Own 4B	U	4	Op	Spi 3	Own 6C2	2F	R	10.1	66.5	Own 5D 6	OPXM	224	RX	Ros	8x	I	97⅜	59⅜	42½	44x3	51⅛x5	N	76
77	Per	D.B-L	B-L 60	A	4	A	Spi	Tim66704DH	WF	R	9.0	48.2	Tim 16700	L4IHV	. . .	TD	Ros	8x3x¼	C	. . . .	76	36	. . . .	. . . .	. .	77
																							Tractor-Trucks			
78	Bus	D.Own	Own 2R	A	4	No	Own	Own 2R	WF	. .	7.57	40.8	Own 2R	O2FXM	. . .	. .	. . .	. . . .		95⅛	63⅛	. . . .	. . . .	. . . .	. .	78
79	Bus	D.Own	Own 3R	A	4	No	Own	Own 5R	WF	. .	8.8	47.8	Own 3R	O2FXM	. . .	. .	. . .	. . . .		96¾	66¼	. . . .	. . . .	. . . .	. .	79
80	Bus	D.Own	Own 5R	A	4	No	Own	Own 5R	WF	. .	10.0	54.4	Own 5R	OPM	. . .	. .	. . .	. . . .		96¾	66¼	. . . .	45x3	56x4	. .	80
81	Bus	D.Own	Own 5R	A	4	No	Own	Own 5R	WF	. .	10.0	54.4	Own 5R	OPM	. . .	. .	. . .	. . . .		96¾	66¼	. . . .	45x3	56x4	. .	81
82	Bus	D.Own	Own 5R	A	4	No	Own	Own 5R	W½	. .	11.7	63.5	Own 5R	OPM	. . .	. .	. . .	. . . .		96¾	66¼	. . . .	45x3	56x4	. .	82
83	Lon	D.B-L	B-L 35	U	4	. . . .	Spi	Tim	WF	. .	8.8	47.8	Tim	. . .	. . .	. .	Ros	. . . .		. . . .	. . . .	. . . .	. . . .	. . . .	. .	83
84	Lon	D.B-L	B-L 51	U	4	. . . .	Spi	Tim	WF	. .	9.25	49.5	Tim	. . .	. . .	. .	Ros	. . . .		. . . .	. . . .	. . . .	. . . .	. . . .	. .	84
85	Lon	D.B-L	B-L 55	U	4	. . . .	Spi	Tim	2F	. .	12.0	94.2	Tim	. . .	. . .	. .	Ros	. . . .		. . . .	. . . .	. . . .	. . . .	. . . .	. .	85
86	Per	P.Lon	B-L 51	U	4	No	Spi	Own SD	2F	H	6.30	33.7	Tim 14703	LO4ID	460	21M	Ros	6½x3x⅛	T	82⅛	53⅜	34	40x2½	54x3	½	86
87	Own	dp Lon	Own T	U	4	No	Spi	Own H	2F	H	8.46	53.6	Own J	O2IM	328	2I	Ros	7x2½x¼	T	96¾	66	34½	41x2¼	53x3	½	87
88	Own	dp Lon	Own T	U	4	A	Spi	Own H	2F	H	8.46	53.6	Own J	O2IM	328	2I	Ros	7x2½x¼	T	93½	62¾	34½	53x3	53x3	½	88
89	Own	dp Lon	Own T	U	4	No	Spi	Own C	2F	H	10.3	65.1	Own J	O2IM.	516	2I	Ros	7x2½x¼	T	96¾	66	34½	41x2¼	53x3	½	89
90	Own	dp Lon	Own T	U	4	A	Spi	Own C	2F	H	10.3	65.1	Own J	O2IM.	516	2I	Ros	7x2½x¼	T	93½	62¾	34½	41x2¼	53x3	½	90
91	Own	D. B-L	B-L 70	A	7	No	Spi	Tim 68720	WF	H	11.66	109	Tim 27450	LT4DV	674	TD	Ros	10½x3x⅛	T	99½	68¾	34¼	42½x3	54¾x4	½	91
92	G&O	P.B&B	. . . . .	U	4	. . . .	Spi	Col	SF	H	5.12	20.9	Col	C4IM	292	TX	Ros	5⅜x2½x¼	C	95	55	34	37x2¼	52x2½	N	92
93	G&O	D.B-L	. . . . .	U	4	. . . .	Spi	Wis	2F	R	6.6	35.3	Col	L4IHV	356	CD	Ros	7½x3x¼	T	90	51	34	40x2½	54x3	½	93
94	G&O	D.B-L	. . . . .	U	4	. . . .	Spi	Wis	2F	R	16.4	46.6	Shu	L4IHV	380	CD	Ros	8x3x¼	T	90	51	34	40x2½	54x3	½	94
95	G&O	D.B-L	. . . . .	U	4	. . . .	Spi	Wis	2F	R	6.8	49.5	Shu	L4IHV	471	CD	Ros	8½x3x⅛	T	90	51	34½	40x2½	54x3	½	95
96	G&O	D. B-L	. . . . .	U	4	. . . .	Spi	Wis	2F	R	6.96	50.7	Shu	L4IHV	546	CD	Ros	8½x3x⅛	T	90	51	34½	40x2½	54x3	½	96
97	Lon	P.B&B	. . . . .	U	4	. . . .	Spi	Tim	WF	R	7.75	78.6	Shu	T2IMV	600	CD	Ros	7x3x⅛	C	. . . .	. . . .	34	40x2½	50x3	½	97
98	Lon	D. B-L	B-L	U	4	No	Spi	Tim	WF	R	. . . .	63.7	Shu	L4IHV	664	CD	Ros	8x3x⅛	P	103	63	36	40x3	54x4	½	98
99	Lon	D.B-L	B-L	A	7	No	Spi	Tim	WF	R	10.1	95.0	Shu	T4IA	676	TD	Ros	8x3x⅛	P	103	63	36	40x3	54x4	½	99
100	G&O	P.B&B	Cov	U	4	No	Spi	Tim	SF	H	Opt	Opt	Tim	L4IH	279	TD	Ros	6½x3x¼	C	85½	55½	34	45¼x2½	53x2½	½	100
101	G&O	D.Co-v	Cov	U	4	No	Spi	Tim	SF	H	Opt	Opt	Shu	L4IH	. . .	TD	Ros	6½x3x¼	C	79½	48¼	34	45¼x2½	53x2½	½	101
102	G&O	D.Co-v	B-L	A	4	No	Spi	Tim	WF	R	Opt	Opt	Shu	L4IH	. . .	TD	Ros	6½x3x¼	C	95¾	63	34	46x2½	56x3	½	102
103	Lon	P.B&B	Own	A	4	No	P-S	Tim 65001-H	WF	H	8.75	52.9	Cla F304	L4IHV	659	TI	Ros	6x3½x¼	C	91	60	34	40x2¼	51½x3	½	103
104	Lon	P.B&B	Own	A	4	No	P-S	Tim 65200-H	WF	R	8.75	57.0	Own	L4IHV	659	TI	Ros	7½x3½x⅛	C	107	74	34	42x2½	42x2½	½	104
105	Lon	P.B&B	B-L 55	A	7	No	P-S	Tim 65706-hp	WF	R	8.75	83.1	Own	L4IHV	767	RI	Ros	7½x3½x¼	C	92	59	34	42x2½	54x3	½	105
106	Lon	P.B&B	B-L 55	A	7	No	P-S	Tim 66704-hp	WF	R	8.67	82.3	Own	L4IHV	894	RI	Ros	7½x3½x⅛	C	92	60	34	42x2½	54x3	½	106
107	Lon	P.B&B	B-L 55	A	7	No	P-S	Tim66704WP	WF	R	8.67	82.3	Own	T4IA	921	RI	Ros	7½x3½x⅛	P	92	60	34	42x2½	54x3	½	107
108	Lon	P.B&B	B-L 60	A	7	No	P-S	Tim68700DP	WF	R	11.6	111	Own	T2IMV	603	RI	Gem	9½x3½x⅓	C	120	81	38	44x3	56x3½	½	108
109	Lon	P.B&B	B-L 60	A	7	No	P-S	Tim68703DP	WF	R	11.6	111	Own	T2IMV	462	RI	Gen	9½x3½x⅓	C	120	81	38	44x3	56x3½	½	109
110	Lon	D.Ful	Ful HU16	U	4	A8	BC	Own	I	R	8.53	155	Own	O4FXM	336	TX	Woh	7x3½x⅛	C	100	72½	32	54x3	52x4	½	110
111	Lon	D.Ful	Ful HU16	U	4	A8	BC	Own	8½	R	8.53	155	Own	O4FXM	336	TX	Woh	8x3x⅛	C	95	66½	32	54x3	52x4	½	111
112	Lon	P.Own	Mun	U	4	No	Spi	Tim 5261	8½	H	6.8	37.8	Tim 11710	B4IM	377	TX	Jac	6x2¼x⅛	P	87	48	34	38x2	50¼x2½	N	112
113	Lon	D.Own	Mun	U	4	No	Spi	Tim 5261	8½	H	6.8	34.5	Tim 11710	B4IM	377	TX	Jac	6x2¼x⅛	P	87	48	34	38x2	50¼x2½	N	113
114	Lon	D.Own	Mun	U	4	No	Spi	Eat 1617	8½	H	6.43	32.7	Eat 433F	B4IM	453	TX	Jac	6⅛x3x⅛	P	107	59	34⅛	38x2½	50x3	½	114

Line Number	Make, Model and Capacity	General: Chassis Price	General: Standard W.B.	General: Max. W.B. Furnished	General: Gross Vehicle Wt. (See Key Note)	General: Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: Piston Displacement	Engine: N.A.C.C. Rated H.P.	Engine: Max. Brake H.P. at Specified R.P.M.	Engine: Valve Arrangement	Engine: Camshaft Drive	Engine: Piston Material	Engine: Dia. Main Bearings	Engine: Length Main Bearings	Engine: No. Main Bearings	Engine: Oiling System	Engine: Governor Make	Fuel System: Carburetor Make	Fuel System: Fuel Feed	Electrical System: Ignition System Make	Electrical System: Generator, Starter Make	Line Number
	Tractor-Trucks—Cont'd																									
1	Gen. Mot. 4201 4-5 T.	1845	141	...	19000	4725	P 32x6	DP32x6	Buick	6-3 7/16 x4 1/2	257.5	28.3	76–2500	H	G	C	2 3/4	8 1/2	4	PC	Ha	Mar	M	D-R	D-R	1
2	Gen. Mot. 4404 5-6 1/2	2095	141	...	23000	5095	P 34x7	DP34x7	Buick	6-3 7/16 x4 3/4	257.5	28.3	76–2500	H	G	C	2 3/4	8 1/2	4	PC	Ha	Mar	M	D-R	D-R	2
3	Gen. Mot.6202 6 1/2-7 1/2	3035	154	...	28000	6925	P 34x7	DP34x7	Buick	6-3 3/4 x5	331.4	33.7	94–2500	H	G	C	2 1/2	8 1/2	4	PC	Ha	Mar	M	D-R	D-R	3
4	Gen. Mot.6208 7 1/2-8 1/2	3250	154	...	30000	7100	P 36x8	DP36x8	Buick	6-3 3/4 x5	331.4	33.7	94–2500	H	G	C	2 1/2	8 1/2	4	PC	Ha	Mar	M	D-R	D-R	4
5	Gen. Mot.8203 8 1/2-10	3935	155	...	35000	7750	P 36x8	DP36x8	Buick	6-3 3/4 x5	331.4	33.7	94–2500	H	G	C	2 1/2	8 1/2	4	PC	Ha	Mar	M	D R	D R	5
6	Gen. Mot.8207 10-12T	4070	155	...	40000	7850	P 38x7	DP38x9	Buick	6-3 3/4 x5	331.4	33.7	94–2500	H	G	C	2 1/2	8 1/2	4	PC	Ha	Mar	M	D-R	D-R	6
7	Gramm...B118 3 Ton	1495	118	174	.....	3875	P 30x5	DP30x5	Lyc 4SL	6-3 1/4 x4 1/2	224.0	25.3	56–2700	L	G	C	2 5/8	8 1/8	...	PC	No	No	V	A-L	A-L	7
8	Gramm...C122 4 Ton	1995	122	196	.....	4820	P 32x6	DP32x6	Lyc 4SA	6-3 5/8 x4 1/2	278.6	31.5	85–2750	L	G	A	2 5/8	9 1/8	4	PC	No	Zen	M	A-L	A-L	8
9	Gramm...D122 5 Ton	....	122	196	.....	5020	P 32x6	DP32x6	Lyc TS	6-3 5/8 x4 1/2	299	33.7	85–2700	L	G	A	2 5/8	9 1/8	4	PC	N	Zen	M	A-L	A-L	9
10	Gramm...E118 6 Ton	....	118	196	.....	5200	P 34x7	DP34x7	Lyc TS	6-3 7/16 x5	353.8	36.2	90–2200	L	G	A	2 3/4	10	4	PC	No	Zen	M	A-L	A-L	10
11	Gramm.....GW	5175	153	200	44000	8950	B 9.00/20	DB9.00/20	Con 21R	6-4 5/16 x4 3/4	427	45.9	100–2200	H	C	C	2 3/4	13 1/8	7	PC	No	Zen	M	A-L	A-L	11
12	Gramm....45-10 Ton	....	153	200	.....	7600	S 36x5°	S 36x12°	Her L	4-4 1/2 x5 1/4	365.8	32.4	59–	L	G	C	3	...	3	PC	Pe	Zen	V	A-L	A-L	12
13	Gramm....45-10 Ton	....	153	200	.....	7600	S 36x5°	S 36x12°	Lyc TS	6-3 7/16 x5	353.8	36.2	90–2750	L	G	A	2 3/4	10	4	FP	Ha	Zen	M	A-L	A-L	13
14	Gramm....60 15 Ton	....	153	200	.....	8700	S 36x6	S 36x14	Her G	4-4 3/4 x5 3/4	407.6	36.1	63–	L	G	C	3	10	3	PC	Pe	Zen	V	A-L	A-L	14
15	Gramm....60 15 Ton	....	153	200	.....	8700	S 36x6	S 36x14	Lyc TS	6-3 7/16 x5	353.8	36.2	90–2750	L	G	A	2 3/4	...	4	FP	Ha	Zen	V	A-L	A-L	15
16	Hug..... 486	....	140	140	.....	6430	P 34x7	DP34x7	Bud DW6	6-3 3/4 x5	331	32.7	73–2200	L	G	C	2 1/2	9	4	PC	Bu	Zen	V	A-L	D-R	16
17	Indiana.....89	....	137	137	.....	3650	P 32x6	DP32x6	Con	6-3 1/2 x4 5/8	248.2	27.3	65–2700	L	C	N	2 3/4	10 1/8	7	CC	No	Str	V	A-L	A-L	17
18	Indiana.....140	....	138	138	.....	5500	P 32x6	DP32x6	Con	6-4x4 1/2	311	38.4	73–2400	H	C	N	2 3/4	13 1/8	7	CC	KP	Str	M	A:L	A-L	18
19	Indiana.....170	....	138	138	.....	6800	P 32x6	DP32x6	Con	6-4 1/2 x4 1/4	380.9	40.8	88–2400	H	C	N	2 3/4	13 1/8	7	CC	KP	Str	M	A-L	A-L	19
20	Indiana.....195	....	138	138	.....	7500	P 34x7	DP34x7	Con	6-4 1/2 x4 3/4	380.9	40.8	88–2400	H	C	N	2 3/4	13 1/8	7	CC	KP	Str	M	A-L	A-L	20
21	Indiana.....220	....	138	138	.....	8200	P 36x8	DP36x8	Con	6-4 5/8 x4 3/4	427.5	45.9	100–2400	H	C	N	2 3/4	13 1/8	7	CC	KP'	Str	M	A-L	A-L	21
22	Indiana.....190	....	139	139	.....	7625	P 34x7	DP34x7	Con	6-4 1/2 x4 3/4	380.9	40.8	88–2400	H	C	N	2 3/4	13 1/8	7	CC	KP	Str	M	A-L	A-L	22
23	Indiana.....250	....	146	146	.....	10000	P 40x8	DP40x8	Con	6-4 5/8 x4 3/4	427.5	45.9	100–2400	H	C	N	2 3/4	13 1/8	7	CC	KP	Str	M	A-L	A-L	23
24	Indiana.....290	....	146	146	.....	10750	P 38x7	S 40x14	Con	6-4 3/4 x5 3/4	611.4	54.2	116–1800	L	C	C	2	13 1/8	...	FP	Pe	Str	E	L-N	L-N	24
25	International...AW-2	....	136	136	.....	2980	B 5.50/20	B 6.00/20	Wau XA	4-3 1/2 x4 1/2	173	19.6	30–2700	L	G	C	2	6 1/2	3	PC	No	Zen	V	D-R	D-R	25
26	International...A-L 3	....	138	164	.....	4300	B 5.50/20	DB6.00/20	Lyc 4SLH	6-3 1/4 x4 1/2	224	25.3	61–2800	L	G	C	2 3/4	8 1/4	4	PC	No	Zen	V	D-R	D-R	26
27	International.....A-4	....	145	....	.....	5070	P 32x6	DP32x6	Own FBB	6-3 5/8 x4 1/2	279	31.5	65–2800	H	G	C	2 1/2	13 1/8	7	PC	Ha	Zen	V	D-R	D-R	27
28	International.....A-5	....	140	....	.....	5575	P 34x7	DP34x7	Own FBB	6-3 5/8 x4 1/2	279	31.5	65–2800	H	G	C	2 1/2	13 1/8	7	PC	Ha	Zen	V	D-R	D-R	28
29	International.....A-6	....	156	210	.....	5756	P 34x7	DP34x7	Own FBB	6-3 5/8 x4 1/2	279	31.5	65–2800	H	G	C	2 1/2	13 1/8	7	PC	Ha	Zen	V	D-R	D-R	29
30	International...HS-54	....	130	....	.....	7675	S 36x5	S 36x8	HaS 151	4-4 1/4 x5 1/2	312	28.9	54–1800	H	C	A	2 3/4	8 1/8	3	PC	HS	Zen	G	R- Bo	D-R3	30
31	International..HS-54C	....	130	....	.....	7900	S 36x5	S 36x10	HaS 151	4-4 1/4 x5 1/2	312	28.9	54–1800	H	C	A	2 3/4	8 1/8	3	PC	HS	Zen	G	R- Fo	D-R3	31
32	International.....W-1	....	130	....	.....	8100	S 36x5	S 36x8	Ha S151	4-4 1/4 x5 1/2	312	28.9	54–1800	H	C	A	2 3/4	8 1/8	3	PC	HS	Zen	V	R- Bo	D-R3	32
33	International...HS-74	....	144	....	.....	9530	S 36x6	S 40x12	HaS 152	4-4 3/4 x5 1/2	390	36.1	60–1800	H	C	A	3	8 1/8	3	PC	HS	Zen	G	R- Bo	D-R3	33
34	International..HS-74C	....	146	....	.....	9955	S 36x6	S 40x12	HaS 152	4-4 3/4 x5 1/2	390	36.1	60–1800	H	C	A	3	8 1/8	3	PC	HS	Zen	G	R- Fo	D-R3	34
35	International.....W-3	....	144	....	.....	10100	S 36x6	S40x12	HaS 152	4-4 3/4 x5 1/2	390	36.1	60–1800	H	G	A	3	8 1/8	3	PC	HS	Zen	V	R- Bo	D-R3	35
36	International.HS-104C	....	146	....	.....	10425	S 36x6	S 40x14	HaS 152	4-4 3/4 x5 1/2	390	36.1	60–1800	H	C	A	3	8 1/8	3	PC	HS	Zen	G	R- Bo	D-R3	36
37	Mack .....BL 2 Ton	2500	138	138	.....	.....	B6.00/20	DB6.00/20	Own BL	6-3 1/4 x5	248.9	25.4	63–2800	L	G	C	2 5/8	10 1/8	7	FP	Ha	Str	V	N-E	N-E	37
38	Mack .....BG 3 Ton	3000	138	138	.....	.....	P 32x6	DP32x6	Own BG	6-3 5/8 x5	309.6	31.5	75–2600	L	G	A	2 5/8	10 1/8	7	FP	Ha	Str	V	N-E	N-E	38
39	Mack .....AB 5-6 Ton	3500	123	123	.....	.....	S 36x4	S 36x8	Own AB	4-4 1/4 x5	283.7	28.9	60–2200	L	G	S	3	8	3	PS	On	Str	V	R-Bo	.....	39
40	Mack .....AB 5-6 Ton	4300	123	123	.....	.....	P 34x7	DP34x7	Own BG	6-3 5/8 x5	309.6	31.5	75–2600	L	G	A	2 5/8	10 1/8	7	FP	Ha	Str	V	N-E	N-E	40
41	Mack .....BC 6-8 Ton	5250	142	142	.....	.....	P 36x8	DP36x8	Own BC	6-4x5 1/4	414.7	38.4	100–2300	L	G	C	3	12 1/8	7	FP	Ha	Str	V	N-E	N-E	41
42	Mack ...BC 7-10 Ton	5500	142	142	.....	.....	P 36x8	DP36x8	Own BC	6-4x5 1/4	414.7	38.4	100–2300	L	G	C	3	12 1/8	7	FP	Ha	Str	V	N-E	N-E	42
43	Mack ....BJ 7-10 Ton	6150	169	169	.....	.....	P 36x8	DP36x8	Own BK	6-4 1/2 x5 1/2	525.2	48.6	126–2200	L	G	S	3 1/2	10 1/2	4	PS	On	Str	V	N-E	N-E	43
44	Mack ...AK 7-10 Ton	5150	134	134	.....	.....	S 36x5	DS36x5	Own AC	4-5x6	471.2	40.0	77–1800	L	G	S	3	10 1/2	3	PS	On	Str	V	R-Bo	.....	44
45	Mack ...AK 7-10 Ton	5250	134	134	.....	.....	S 36x5	DS36x5	Own AC	4-5x6	471.2	40.0	77–1800	L	G	S	3	10 1/2	3	PS	On	Str	V	R-Bo	.....	45
46	Mack ...AC 7-15 Ton	b	128	128	.....	.....	S 36x7	DS40x7	Own AC	4-5x6	471.2	40.0	77–1800	L	G	S	3	10 1/2	3	PS	On	Str	V	R-Bo	.....	46
47	Mack .....AP 20 Ton	9500	147	147	.....	.....	S 36x7	DS40x8	Own AP	6-5x6	706.5	60.0	150–2000	L	G	S	3 1/4	11 1/4	4	PS	On	Str	V	R-Bo	N-E	47
48	Mack AC 20 T. 6Wh.	....	145	185	.....	.....	S 36x6	S 40x12	Own AP	6-5x6	706.5	60.	150–2000	L	G	S	3 1/4	11 1/4	4	PS	On	Str	V	R-Bo	N-E	48
49	Mack AP 20 T. 6Wh.	....	197	237	.....	.....	S 36x6	S 40x12	Own AP	6-5x6	706.5	60.0	150–2000	L	G	S	3 1/4	11 1/4	4	PS	On	Str	V	R-Bo	N-E	49
50	Pierce-Arrow.....XB	3750	140	140	.....	6180	S 36x5	S 36x5	Own XB	4-4x5 1/2	276.5	25.6	.....	T	...	...	.....	.....	...	FP	On	Str	P	D-R	D-R	50
51	Pierce-Arrow.....RD	5400	133	133	.....	8650	S 36x6	S 36x6	Own RD	4-4 1/2 x6 3/4	429.4	32.4	.....	T	...	...	.....	.....	...	FP	On	Str	P	D-R	D-R	51
52	Pierce-Arrow.....RF	5600	132	132	.....	9340	S 36x6	S 36x7	Own RF	4-4 1/2 x6 3/4	429.4	32.4	.....	T	...	...	.....	.....	...	FP	On	Str	P	D-R	D-R	52
53	Relay.....40	3240	138	....	.....	5300	P 36x6	DP36x6	Bud DS-6	6-3 5/8 x5	309.6	31.5	56–2000	L	G	C	2 1/2	.....	4	PC	No	Zen	V	A-L	A-L	53
54	Relay.....60	4480	142	....	.....	7350	P 36x6	S 36x12	Bud BUS	6-4x5 1/2	386.4	38.4	73–2000	L	G	C	2 1/2	.....	4	PC	No	Zen	V	A-L	A-L	54
55	Reo.....FH	1545	....	....	13600	4165	P 32x6	DP32x6	Own	6-3 1/8 x5	268.7	27.3	67–2800	L	C	A	2 1/8	12 1/8	7	PC	No	Sch	V	D-R	D-R	55
56	Reo.....GD	2085	....	....	19000	4370	P 32x6	DP32x6	Own	6-3 1/8 x5	268.7	27.3	67–2800	L	G	A	2 1/8	12 1/8	7	PC	No	Sch	V	D-R	D-R	56
57	Walter.....FBD	8500	118	....	26000	9000	B 9.75/24	DB9.75/24	Own	6-5x5 3/4	677	60	130–1800	L	G	C	3 1/2	11 3/8	4	FP	On	Zen	V	R-Bo	D-R	57
58	Walter.....FBRD	8700	118	....	31000	10000	B10.50/24	DB10.50/24	Own	6-5x5 3/4	677	60	130–1800	L	G	A	3 1/2	11 3/8	4	FP	On	Zen	V	R-Bo	D-R	58
59	Ward La Fra. 75D-15T	....	Op	Op	.....	10000	S 36x7	DS40x8	Wau RB	6-5x5 3/4	677	60	120–1600	V	G	C	3 1/2	11 3/8	4	FP	Wa	Str	V	R–Bo	RBo	59
60	White.....52T	4700	129	129	.....	8461	S 36x5	DS40x5	Own GRB	4- 4 1/4 x5 3/4	326.3	28.9	54–1600	L	G	S	2 1/4	11 3/4	3	FP	On	Zen	V	Els	.....	60
61	White.....51AT	3875	134	134	.....	6227	S 36x5	S 36x8	Own GRB	4-4 1/4 x5 3/4	326.3	28.9	54–1600	L	G	S	2 1/4	11 3/4	3	FP	On	Zen	V	Els	.....	61
	Six-Wheelers																									
62	Autocar.....CG 5T	8250	196	...	30000	12500	P 36x8	DP36x8	Own	6-4 1/2 x4 3/4	453.0	48.6	101–2400	L	G	C	3	14 1/4	7	FP	Ha	Str	V	D-R	L-N	62
63	Autocar.....G 10T	9000	171	238	36000	13000	P 36x8	DP36x8	Own	6-4 1/2 x4 3/4	453.0	48.6	101–2400	L	G	C	3	14 1/2	7	FP	Ha	Str	V	D-R	L-N	63
64	Brockway.....640	....	212	224	40000	14000	P 38x7	S 36x10	Con	6-4 3/4 x5 3/4	611.4	54.2	116–1800	L	C	C	3	13 1/4	7	FP	Pe	Str	E	L-N	L-N	64
65	Day Elder 285 8 Ton	6000	164	206	28500	12000	B 8.25/20	DB8.25/20	Con 21R	6-4 5/8 x4 3/4	427.5	45.9	100–2600	H	C	N	2 3/4	13 1/8	7	FP	Co	Zen	V	D-R	D-R	65
66	Day Elder 345 10 Ton	7500	164	206	34500	12500	B9.00/20	DB9.00/20	Con 21R	6-4 5/8 x4 3/4	427.5	45.9	100–2600	H	C	N	2 3/4	13 1/8	7	FP	Co	Zen	V	D-R	D-R	66
67	Day Elder 402 12 Ton	8500	164	206	40200	14000	B9.75/20	DB9.75/20	Con 16-H	6-4 3/4 x5 3/4	611.4	54.2	127–2300	L	G	A	3	13 1/4	7	FP	Co	Zen	M	D-R	D-R	67
68	Diamond T....801 4T	4140	189	219	21000	8300	P 36x8	P 36x8	Her YXC	6-4 3/4 x4 3/4	428.4	45.9	94–2200	L	G	C	3	15	7	PC	Ha	Zen	G	A-L	A-L	68
69	Diamond T....1200 6T	5600	180	210	28000	11000	P 34x7	DP34x7	Her YXC-2	6-4 1/2 x4 3/4	453.3	48.6	99–2200	L	G	C	3	15	7	PC	Ha	Zen	V	A-L	A-L	69
70	Diamond T....1601 8T	7500	184	224	36000	12500	P 36x8	DP36x8	Wau 6RB	6-5x5 3/4	677.4	60.0	126–1800	L	G	C	3 1/2	13 7/8	4	PC	Wa	Zen	G	Bos	A-L	70
71	Diamond T....1600 8T	6220	175	210	36000	11700	P 36x8	DP36x8	Her YXC3	6-4 5/8 x4 3/4	479	51.3	106–2200	L	G	C	3	15	7	PC	Ha	Zen	V	A-L	A-L	71
72	Diamond 2500 10-12T	8000	194	214	42000	13000	S 36x7	S 36x12	Wau 6RB	6-5x5 3/4	677.4	60.0	126–1800	L	G	C	3 1/2	13 7/8	4	PC	Wa	Zen	G	A-Bo	A-L	72
73	Douglas.....F66 5T	7900	210	Op	36000	10000	P 36x8	DP36x8	Bud GL6	6-4 1/2 x6	572.5	48.6	114–1900	L	G	C	3	10 1/4	4	PC	Bu	Zen	E	L-N	L-N	73
74	Fageol.....4-66 4T	....	....	....	22500	.....	.....	.....	.....	4-4 3/4 x5 1/2	462.0	45.9	89–2200	L	G	A	3	13 7/8	7	.....	.....	.....	.....	.....	.....	74
75	Fageol.....6-66 6T	6900	195	220	26500	11280	P 36x6	DP36x6	Wau SRL	6-4 3/8 x5 1/2	46.20	45.9	89–2200	L	G	A	3	13 7/8	7	PC	Wa	Zen	V	D-R	D-R	75
76	Fageol.....10-66A	8850	230	...	36200	12870	P 36x6	DP36x6	Wau AB	6-4 1/2 x5 3/4	549.0	48.6	100–2000	L	G	A	3 1/2	11 3/4	4	PC	Wa	Zen	V	D-R	D-R	76
77	Fageol.....10-66C	9100	232	...	36200	13700	P 36x6	DP36x6	Wau AB	6-4 1/2 x5 3/4	549.0	48.6	100–2000	L	G	A	3 1/2	11 3/4	4	PC	Wa	Zen	V	D-R	D-R	77
78	Federal..DSW-2 1/2-3T	....	140	164	11000	3800	B 6.00/20	DP32x6	Con W10	4-3 7/16 x4 1/4	200.5	24.0	48–2500	L	G	A	2 1/8	5 7/8	2	PC	Mo	Zen	M	A-L	A-L	78
79	Federal..E6SW-2 1/2-3T	....	145	169	11000	3915	B 6.00/20	P 32x6	Con 17E	6-3 1/2 x4	215.0	27.3	40–2550	L	C	C	2 1/8	9 1/8	7	PC	K-P	Zen	V	D-R	D-R	79
80	Federal U6SW-6T	6000	201	...	28000	9850	P 34x7	DP34x7	Con 20R	6-4 1/2 x4 3/4	380.9	40.8	90–2200	I	C	C	2 3/4	13 1/4	7	PC	Co	Zen	M	D-R	D-R	80
81	Federal .U6SWAB-6T	6500	201	...	28000	9900	P 34x7	DP34x7	Con 20R	6-4 1/2 x4 3/4	380.9	40.8	90–2200	I	C	C	2 3/4	13 1/4	7	PC	Co	Zen	M	D-R	D-R	81
82	Federal ...4C 6SW-8T	7500	231	...	34000	11500	P 36x8	DP36x8	Con 21R	6-4 3/4 x4 3/4	428	45.9	100–2200	I	C	C	2 3/4	13 1/4	7	PC	Co	Zen	M	D-R	D-R	82
83	Fisher-Standard 150-A	....	210	250	36000	13000	P 36x8	DP36x8	Con 21R	6-4 5/8 x4 3/4	427.5	45.9	102–2400	H	C	N	2 3/4	13 1/4	7	FP	Co	Zen	V	D-R	D-R	83
84	FWD X6 6T	6400	170	Op	24000	9500	P 36x8	DP36x8	Wau SRL	6-4 3/8 x5 1/2	462	45.9	102–2200	L	G	C	3	13 1/8	7	PC	Wa	Zen	V	Els	N-E	84
85	a Gen. Mot. T90-9001	5885	185	220	23000	9400	B 7.50/20	DB7.50/20	Buick	6-3 3/4 x5	331.4	33.7	94–2500	H	G	C	2 1/2	8 1/2	4	PC	Ha	Mar	M	D-R	D-R	85
86	a Gen. Mot. 9003 12-15	6055	185	....	50000	9775	P 34x7	DP34x7	Buick	6-3 3/4 x5	331.4	33.7	94–2500	H	G	C	2 1/2	8 1/2	4	PC	Ha	Mar	M	D-R	D-R	86
87	Hug.....C97-5T	....	Op	Op	31765	.....	P 40x8	DP40x8	Bud BA6	6-4 1/2 x5 1/2	411	40.8	83–2100	L	G	C	2 1/2	9 1/8	7	PC	Bu	Zen	V	R -Bo	D-R	87
88	Hug.....98 8-10 Ton	....	Op	Op	34000	13000	P 40x8	DP40x8	Bud GF6	6-4 3/4 x6	638.0	54.1	126–1850	L	G	C	3	10 1/4	4	PC	Bu	Zen	M	R-Bo	D-R	88
89	Indiana.....640	....	212	224	40000	14000	P 38x7	S 36x12	Con	6-4 3/4 x5 3/4	611.4	54.2	116–1800	L	C	C	3	13 1/4	7	FP	Pe	Str	E	L-N	L-N	89
90	Kenworth.....345	8600	245	245	34500	12000	B 9.00/20	DB9.00/20	HaS 160	6-4 1/4 x5 1/2	468.0	43.3	105–2000	L	C	A	2 3/4	10 3/4	4	PC	No	Zen	M	D-R	D-R	90
91	Kenworth.....385	....	242	242	40000	13500	B 9.00/20	DB9.00/20	HaS 175	6-5x6	706.8	60.0	150–2000	H	C	A	3 1/4	11 1/8	7	FP	No	Zen	M	D-R	D-R	91
92	Kleiber.....22DD 5T	5000	192	....	.....	9400	P 32x6	DP32x6	Con 18R	6-4x4 1/2	339.3	38.4	82–2400	H	C	C	2 3/4	...	7	FP	No	Str	V	R-Bo	-Bo	92
93	Kleiber.....28DD	6500	201	...	28000	10060	P 34x7	DP34x7	Con 20R	6-4 1/4 x4 3/4	411	40.0	89–2400	H	C	C	2 3/4	13	7	FP	No	Str	V	R.Bo	D-R	93
94	Kleiber.....34DD	7500	210	...	34000	11900	P 36x8	DP36x8	Con 21R	6-4 5/8 x3 3/4	427.5	45.9	100–2600	H	C	C	2 3/4	13	7	FP	No	Str	V	R.Bo	D-R	94
95	Kleiber.....34DDT	9000	215	...	34000	13650	P 36x8	DP36x8	Bud GF6	6-4 1/4 x6	638.0	54.1	126–1850	L	G	C	3	.....	4	PC	No	Str	V	R-Bo	D-R	95
96	LeMoon.....HB46	4950	187	199	24000	8200	P 32x6	DP32x6	Wau 6SRL	6-4 3/8 x5 1/2	462	45.9	87–2000	L	G	C	3	.....	4	PC	Wa	Str	M	A-L	A-L	96
97	LeMoon.....HB56	5650	187	199	26500	9100	B 8.25/20	DB8.25/20	Wau 6SRL	6-4 3/8 x5 1/2	462.0	45.9	87–2000	L	G	A	3	3	4	PC	Wa	Str	M	A-L	A-L	97
98	LeMoon.....HB60	6600	191	203	32000	10500	P 36x8	DP36x8	Wau 6SRL	6-4 3/8 x5 1/2	462	45.9	87–2000	L	G	C	3	.....	4	PC	Wa	Str	M	A-L	A-L	98
99	LeMoon.....HWB100	8200	196	208	40000	13000	P 40x8	DP40x8	Wau 6AB	6-4 1/2 x5 3/4	549	48.6	100–2000	L	G	C	3 1/2	.....	4	PC	Wa	Str	M	L-N	L-N	99
100	LeMoon.....HWB120	9200	196	208	40000	13500	P 40x8	DP40x8	Wau 6RB	6-5x5 3/4	677	60.0	127–2000	L	G	A	3 1/2	.....	4	PC	Wa	Str	N	L-N	L-N	100
101	Maccar.....126 6T	....	181	222	24000	9200	P 36x8	P 36x8	Bud BA6	6-4 1/2 x5 1/2	411.0	40.8	78–2250	L	G	C	2 1/2	9 7/8	4	PC	Pe	Str	V	D-R	D-R	101
102	Mack .....AC 10 Ton	2500	177	217	.....	.....	S 36x6	S 40x12	Own AC	4-5x6	471.2	40	77–1800	L	G	S	3	10 3/4	3	PS	On	Str	V	R-Bo	N-E	102
103	Mack .....AP 10 Ton	12000	197	237	.....	.....	S 36x6	S 40x12	Own AP	6-5x6	706.	60.	150–2000	L	G	S	3 1/4	11 1/4	4	PS	On	Str	V	R-Bo	N-E	103
104	Moreland.....ED7	5285	196	...	23000	8500	P 36x8	P 36x8	Her WXC 2	6-4 1/4 x4 1/4	360.8	40.8	73–2000	L	G	C	2 5/8	13 3/4	7	PC	No	Zen	M	A-L	A-L	104
105	Morcland.....HD7	6585	220	...	30000	10500	B 9.00/20	DB9.00/20	Her YXC3	6-4 5/8 x4 3/4	478.8	51.2	105–2200	L	G	C	3	15	7	PC	No	Zen	M	A-L	A-L	105
106	Moreland.....8D7	6860	221	...	34000	11500	S 36x7	S 36x10	Her YXC 3	6-4 5/8 x4 3/4	478.8	51.2	105–2200	L	G	C	3	15	7	PC	No	Zen	M	A-L	A-L	106
107	Moreland.....TD7	8245	221	...	34000	12500	S 36x7	S 36x10	Con 16H	6-4 3/4 x5 3/4	611.4	54.1	.....	L	G	C	.....	.....	...	PC	No	Zen	M	A-L	N-E	107
108	Relay.....50SW 5T	5505	152	178	.....	8600	P 36x6	DP36x6	Bud DW6	6-3 3/4 x5	331.3	33.7	73–2200	L	G	C	2 1/2	.....	4	FP	No	Zen	V	A-L	A-L	108
109	Relay.....60SW 7T	6545	175	205	12000	8200	P 38x7	DP40x8	Bud BA6	6-4 1/2 x5 1/2	411.0	40.8	83–2000	L	G	C	2 1/2	.....	4	FP	Bu	Zen	V	A-L	A-L	109
110	White.63SW 200 3 T	....	193	205	.....	.....	B8.25/20	DB8.25/20	Own 3A	6-4x5 1/4	396	38.4	72–1800	H	C	S	2 3/4	12 1/8	7	FP	Own	Zen

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Wheels Driven	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number

KEY OF REFERENCES

GENERAL

Gross Vehicle Weight—Chassis weight, plus body and cab, plus pay load.

Chassis Price is for truck with standard wheelbase listed and with tires listed F.O.B. factory, unless otherwise specified.

b—Price of Mack AC 7–10 ton, $4,950, tires, S 36x5, DS 40x5; 11–14 ton, $5,500, tires, S 36x6, DS 40x6; 15 ton, $6,000, tires S 36x7, DS 40x7.

TIRES

B—Balloon.
DB—Dual Balloons standard equipment.
P—High Pressure Pneumatics standard equipment.
DP—Dual High Pressure Pneumatics standard equipment.
S—Solids.
DS—Dual Solids.
°—Pneumatics furnished at extra cost.

ENGINE

Make

Bud—Buda Company.
Con—Continental Motors Corp.
HaS—American Car & Fdy. Co.
Her—Hercules Motor Corp.
Lyc—Lycoming Motor Corp.
Wau—Waukesha Motor Co.
Wis—Wisconsin Motor Mfg. Co.

Valve Arrangement

H—In head.
L—"L" Head.
S—Sleeve.
T—"T" Head.

Camshaft Drive

C—Chain.
G—Gear.

Piston Material

A—Aluminum alloy.
B—Semi-steel.
C—Cast iron.
N—Nickel iron.
S—Aluminum alloy with strut.

Oiling System

CC—Pressure to main, connecting rod and camshaft bearings.
FP—Pressure to main, connecting rod, camshaft bearings and piston pins.
PC—Pressure to mains and connecting rod bearings.
PG—Pump, gravity and splash.
PS—Pressure with splash.
SP—Circulating with splash

Governor

Bf—Bethlehem Fabricators, Inc.
Bu—Buda
Co—Continental.
Ha—Handy Governor Co.
HS—Amer. Car & Fdy. Co.
KP—Handy Governor Co.
Mo—Monarch.
No—Not supplied.
On—Own
Op—Optional.
Pe—Pierce Governor Co.
Si—Simplex (Eisemann Magneto Corp.)
St—Sterling.
Wa—Waukesha.

Radiator

Bus—Bush Mfg. Co.
Chi—Chicago Mfg. Co.
Fed—Fedders Mfg. Co.
G&O—G & O Mfg. Co.
Har—Harrison Rad. Corp.
Hex—Hexcel Rad. Co.
Lon—Long Mfg. Company.
McC—McCord Rad. & Mfg. Co.
Mod—Modine Mfg. Co.
Per—Perfex Corp.
R-T—Rome-Turney Rad. Co.
You—Young Rad. Company.

FUEL SYSTEM

Carburetor Make

Car—Carter Carburetor Co.
Joh—Johnson.
Mar—Marvel Carburetor Co.
Sch—Wheeler Schebler Co.
Ste—Detroit Lubricator.
Str—Stromberg Motor Dev. Co.
Til—Tillotson Mfg. Co.
Zen—Zenith-Detroit Corp.

Fuel Feed

E—Electric Pump.
G—Gravity.
M—Mechanical Pump.
P—Pressure.
V—Vacuum.

ELECTRICAL SYSTEMS

Ignition System, Generator and Starter Make

A-Bo—Amer. Bosch Magneto Co.
R-Bo—Robert Bosch Magneto Co.
Apo—Apollo Magneto Corp.
D-R—Delco Remy Company.
Eis—Eisemann Magneto Corp.
L-N—Leece-Neville Co.
N-E—North East Elec. Co.
Spl—Splitdorf Electrical Co.
1—Generator and Starter at extra cost.
2—Starter not supplied. Generator at extra cost.
3—Starter at extra cost.

CLUTCH

Type and Make

D—Multiple disk.
dp—Double Plate.
O—Plate in oil.
P—Single plate.

Make

B&B—Borg & Beck Co.
B-L—Brown-Lipe Gear Co.
Cla—Clark Equipment Co.
Cov—Covert Gear Co.
D-G—Detroit Gear & Mach. Co.
Ful—Fuller & Sons Mfg. Co.
H-S—Merchant & Evans Co.
Jon—Jones Clutch & Gear Co.
Lon—Long Mfg. Company.
M-E—Merchant & Evans.
M.M.—Mechanics Mach. Co.
Mun—Muncie Products Div. General Motors Corp.
Roc—Rockford Drill Machine Co.
W-G—Warner Gear Co.

GEARSET

Make and Model

B-L—Brown-Lipe Gear Co.
Cla—Clark Equipment Co.
Cov—Covert Gear Co.
D-G—Detroit Gear & Mach. Co.
Ful—Fuller & Sons Mfg. Co.
M.M.—Mechanics Mach. Co.
Mun—Muncie Products-Div. General Motors Corp.
W-G—Warner Gear Co.
War—Warner Corp.

Location

A—Amidships.
J—Unit with jackshaft.
U—Unit with engine.

Auxiliary, Location and Number of Speeds

No—Not furnished.
Op—Optional at extra cost.
A—Amidships.
R—Rear of amidships main transmission.
U—Unit with engine.

UNIVERSAL JOINTS

Blo—Blood Bros. Mach. Co.
B-C—Blood and Cleveland.
Cle—Cleveland Steel Prod. Corp.
Har—Spicer Mfg. Co.
M.M.—Mechanics Machine Co.
PeS—Peters and Spicer.
Pet—Peters.
P-S—Peters and Snead.
S-C—Spicer and Cleveland.
Spi—Spicer Mfg. Co.
S-P—Superior Universal Products Co.
SpB—Spicer and Blood Bros.
SpP—Spicer and Pick.
S-T—Spicer & Thermoid.
U-M—Universal Machine Co.
U-P—Universal Products Co.

REAR AXLE

Make

Cla—Clark Equip. Co.
Col—Columbia Axle Co.
Con—Continental Axle Co.
Eat—Eaton Axle Co.
Sal—Salisbury Axle Co.
Tim—Timken Det. Axle Co.
Wis—Wisconsin Axle Co.

Final Drive and Type

B—Bevel.
C—Chain.
D—Dead.
I—Internal Gear.
2—Double Reduction.
R—Relay—Pendulum Drive.
S—Spiral Bevel.
W—Worm.
½—Semi-Floating.
¾—Three-Quarter Floating.
F—Full Floating.

Drive and Torque

H—Hotchkiss.
R—Radius Rods.
T—Torque Arm.
U—Torque Tube.
O—Radius Rods Optional.

WHEELS DRIVEN

2—Forward pair of rear wheels.
4F—Front wheels and forward pair of rear wheel.
4R—Four rear wheels.
6—Six wheels.

FRONT AXLE

Make and Model

Shu—Shuler Axle Co., Inc.
Cla—Clark Equipment Co.
Col—Columbia Axle Co.
Con—Continental Axle Co.
Eat—Eaton Axle Co.
Sal—Salisbury Axle Co.
She—Sheldon.
Tim—Timken Det. Axle Co.
Wis—Wisconsin Axle Co.

BRAKES

Service Make

B—Bendix.
BE—Bendix front, Eaton rear.
BO—Bendix front, Own rear.
C—Columbia.
K—Clark
L—Lockheed.
LO—Lockheed front, Own rear.
O—Own.
OE—Own front, Eaton rear.
OW—Own front, Wisconsin rear.
S—Steeldraulic.
T—Timken.
W—Wisconsin.

Location

2—Two Wheel.
4—Four Wheel.
6—Six Wheel.
2/4—Two wheel brakes effective on all four wheels through driveshaft.
F—Driveshaft effective on four wheels.
J—Jackshaft.
P—Propeller shaft.
P/4—Propeller shaft effective on four wheels.
r—Four rear wheels.

Type

I—Internal.
V—Internal front and external rear.
X—External.

Method of Operation

A—Air.
D—Hydraulic and mechanical.
H—Hydraulic.
M—Mechanical.
V—Vacuum.

Hand Location

C—Center of double propeller shaft.
2—Rear wheels.
4—Four wheels.
R—Worm or bevel gear shaft.
T—Transmission.
F—Driveshaft.

Type

D—Disk.
I—Internal.
X—External.
Y—Internal front and external rear.

STEERING GEAR

Make

CAS—Columbus G. & P. Co.
Gem—Gemmer Mfg. Co.
Han—Hannum Mfg. Co.
Jac—Saginaw St ering Gear Div. General Motors Corp.
Lav—Hannum Mfg. Co.
Ros—Ross Gear & Tool Co.
Woh—Wohlrab Gear Co.

FRAME

Dimensions Side Rail Depth, Width of Flange, Thickness of Stock

Type

C—Channel.
I—"I" Beam.
P—Channel reinforced with plate.
T—Side rails tapered front and rear.

SPRINGS

Auxiliary

Type

½—Semi-elliptic above or below main springs.
¼—Quarter elliptic.
C—Coil spring.

(x) General Motors Truck Models shown are basic chassis in the ton-range classifications as advertised. Each model is available in a number of wheelbases and tire types (tire combinations—each type carrying a recommended gross weight) and priced accordingly. Gross vehicle weight indicated for each chassis in table is the recommended gross weight for type number specified without exceeding rated capacity of tires. The tire size does not affect the Straight Rating for which chassis is guaranteed and each Model is designed to operate satisfactorily under average conditions with loads giving a total gross weight (chassis, body, equipment and payload) equal to Straight Rating given below. Type numbers, Straight Rating and Payload Range, assuming nominal body allowance, for each model follow:

MODEL	STRAIGHT RATING	TYPE NUMBERS	RANGE OF PAYLOAD (TONS)
T-11	3800 lbs.	1001	½
T-15	5400 lbs.	1501 to 1503	¾
T-17	6500 lbs.	1701 to 1708	¾ to 1¼
T-19	8500 lbs.	2201 to 2218	1 to 2
T-25	8500 lbs.	2501 to 2513	1 to 1¾
T-30	11000 lbs.	3201 to 3214	1½ to 2½
T-42	14000 lbs.	4201 to 4212	2 to 3½
T-44	15000 lbs.	4401 to 4412	2 to 4
T-60	18500 lbs.	6201 to 6218	2½ to 4½
T-82	22000 lbs.	8201 to 8212	3 to 6
T-90	28000 lbs.	9001 to 9007	5 to 7½

ONLY GENERAL HAS THIS *patented* *Truck-Balloon Construction*

Eliminates Excessive Heat . . . the Major Cause of Blowouts *and* Premature Wear . . . . .

It is *heat* that causes most tire failures—*heat* generated by internal friction. At 200° a tire loses 25% of its strength—and a 12-ply tire is reduced in reality to only 9 plys. At 300° the strength loss jumps to 50%.

General's patented truck-balloon construction eliminates this excessive heat and maintains maximum tire efficiency on the toughest jobs. The Jumbo Truck-Balloon is cooler running than any other tire—proved with actual thermo-couple tests by impartial scientific bureaus. This principle, exclusive with General, means greater strength, slower wear, freedom from breakdowns—mileage increases as much as 350%.*

Thousands have changed over. In every class of service, from light express to the biggest heavy duty jobs, the General Truck-Balloon is piling up records of savings that challenge any comparison.

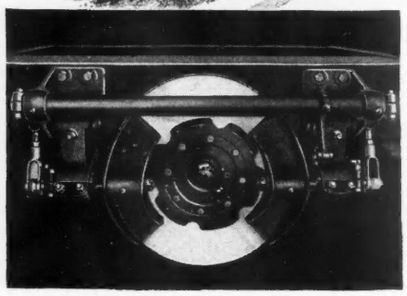
Your General Tire dealer has actual operators' records proving what it will do on your particular type of job. His complete Truck-Balloon line includes a tire to replace every high-pressure size without "lay-up," delay or anything "makeshift." He can change over trucks from solids in two hours or less! Get his quotation today. The General Tire and Rubber Co., Akron, Ohio.

*** From Operators' Records on File.**

NO BREAKER STRIP!
RUBBER PLYS
In place of a breaker strip, General uses extra layers of soft cushion rubber that function as lubricating strips between the cords. There is no hinge, no sharp bending, no stiffness. Flexing is free and even. This patented construction permits the use of *true balloon pressure* without the terrific internal heat and friction-wear that is the cause of most blowouts. It lets the whole tire hug the road with softer, closer-clinging grip—double traction.
BREAKER STRIP
X
X
Note the standardized breaker strip construction — a strip of stiffening fabric under the tread. This creates a hinge on both side-walls (X) and causes sharp bending and excessive friction at a single point.

GENERAL *Jumbo Truck-Balloon*

—goes a long way to make friends



There's danger at every turn of the road!

A real emergency brake is the best insurance you can buy. Even the most efficient service brake needs additional help in emergency. The TRU-STOP Emergency Brake is powerful . . . it will handle the load alone, if need be. It is more than a parking brake.

Because of the compound lever system, immense braking power is possible. Four brake shoes, two on each side, squeeze a flat braking disc which is mounted at the rear of the transmission.

Your buses or trucks can carry spare shoes, which can be installed by any driver in less than half an hour. Adjustment can be made on the road, also, if necessary, in a few minutes.

In order to take up the natural lining wear, two clamping bolts and one locking bolt are loosened, and the adjusting lever moved one notch.

Above is an illustration of the Tru-Stop Double Shoe Brake. Single Shoe Brakes, furnished at slightly less cost, are recommended for light load trucks and buses.

Specify Tru-Stop Emergency Brake Equipment for your next bus or truck. Practically all buses and trucks have Tru-Stop Emergency Brakes as optional or standard equipment.

Old type band and drum propeller shaft brakes can be easily replaced with Tru-Stop Emergency Brakes on practically all trucks and buses.

Detailed installation instructions are furnished with every Tru-Stop Emergency Brake. Write for information, telling us the make, year and model of your truck or bus.

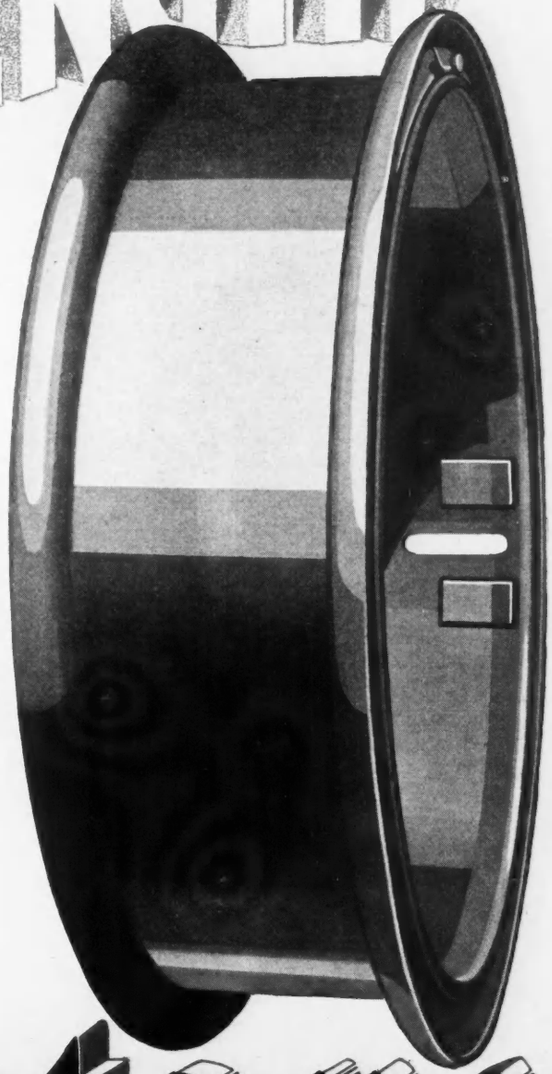
AMERICAN CABLE COMPANY, *Inc.*
Automotive Division
BRIDGEPORT, CONNECTICUT
3-111 General Motors Building, Detroit, Michigan

ACCO
AN ASSOCIATE COMPANY OF AMERICAN CHAIN COMPANY, Inc.
in business for Your Safety

TRU-STOP
A REAL EMERGENCY BRAKE

Science and Engineering know of no stronger, more enduring form than the continuous, circular steel rim as built by Firestone. For standardization and economy specify Firestone Rims for...

All Types of Wheels
Wood · Wire · Steel · Cast



Firestone
continuous base RIMS

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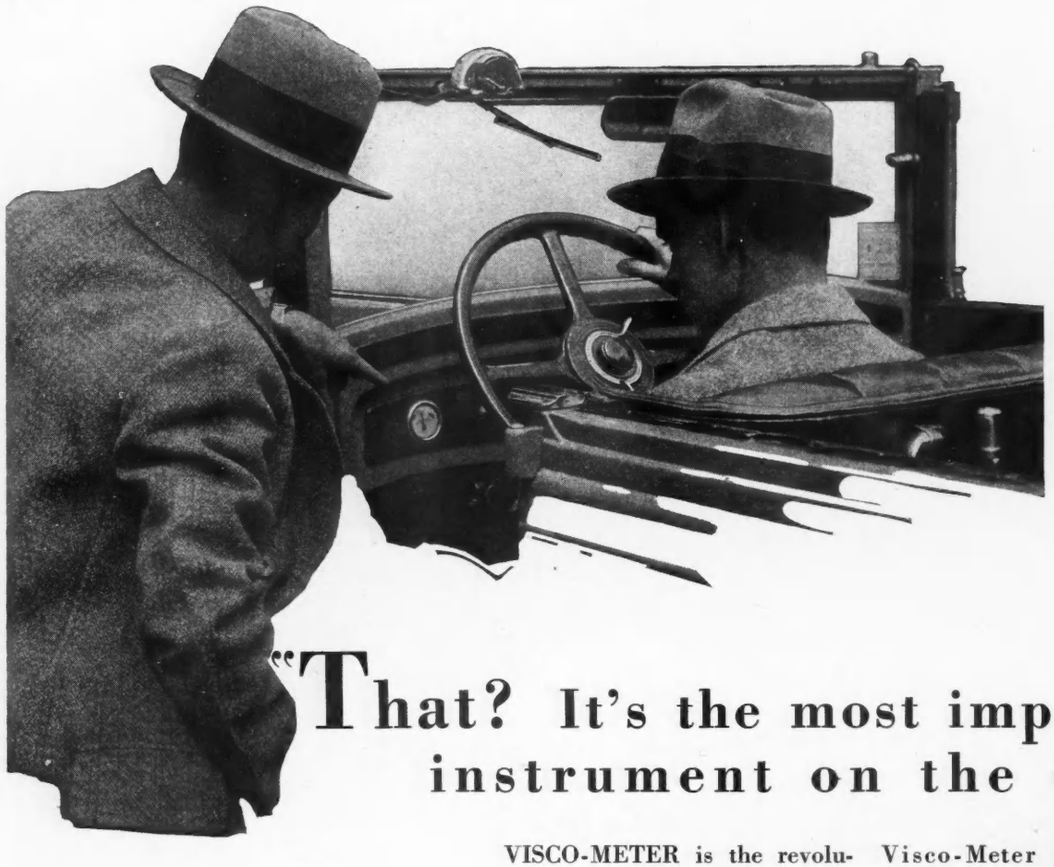
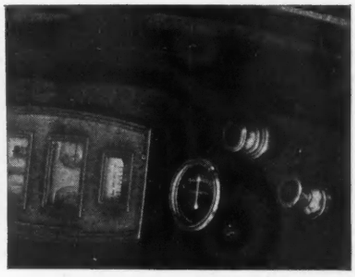


"That? It's the most important instrument on the dash"

VISCO-METER is the revolutionary new device that makes proper motor lubrication simple and carefree. By giving the driver a continuous and accurate measurement of the *lubricating value* of his crankcase oil, Visco-Meter provides positive protection against the dangers of improper lubrication. It ends the wasteful guesswork of changing oil on a mileage basis.

Not A Pressure Gauge

The sturdy Visco-Meter mechanism, together with its accurate dial on the dashboard, is neither a pressure gauge nor a volume indicator. Its function lies nearer the heart of lubrication than either of these devices; for Visco-Meter measures *viscosity*, the greatest single factor in proper lubrication. At a glance the driver can see exactly the condition of the oil which is being supplied to bearings and cylinder walls. If the "body" of the lubricant is too heavy or too thin (e. g. from over-use) for safe operation, Visco-Meter reports the facts at once, and the motor is safeguarded...Visco-Meter also gives timely warning of clogged oil lines and filters, leaks, pump failures and low pressures and volumes.



Saves Fleet Owners Real Money

The Visco-Meter-equipped fleet is certain to show lower operating expenses. Besides the saving in motor repair jobs thru guarded lubrication, Visco-Meter brings new economy to the oil bill...Try this new device on one of your motors! Ruggedly built, Visco-Meter never needs servicing. Easy to install. Send coupon. Visco-Meter Corporation, 316 Grote St., Buffalo, N. Y.

VISCO-METER CORP., 316 Grote Street, Buffalo, N. Y.
Gentlemen:
I'd like complete information on the VISCO-METER.

Name _____

Address _____

State _____

The VISCO METER
Takes the Guesswork out of Motor Lubrication

QUALITY RINGS

QUALITY DRAINOIL STA-TITE

More are used for original Equipment and Replacement than any other make ~ ~

SELL WHAT PEOPLE BUY

The Piston Ring Company

Muskegon, Michigan

CARE WILL SAVE YOUR CAR

BROWN LIPE

A NAME AS OLD AS THE INDUSTRY ITSELF. NOW OFFERING THE FINEST LINE OF TRANSMISSIONS AND CLUTCHES IN ALL ITS LONG HISTORY.

No. 554. Four speeds forward, one reverse. For 3 and 4-ton trucks. Ball bearings throughout except rear mainshaft and pilot which are roller. Can be fitted with Brown-Lipe Single Plate or Multiple Disc Clutch at your option.

BROWN-LIPE GEAR CO.

ASSOCIATED Spicer COMPANIES

BROWN-LIPE CLUTCHES and TRANSMISSIONS

BROWN-LIPE GEAR CO.
SYRACUSE NEW YORK

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SPICER UNIVERSAL JOINTS

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PARISH PRESSED STEEL CO.
READING. PENNA.

Ask the Brake Lining Salesman!

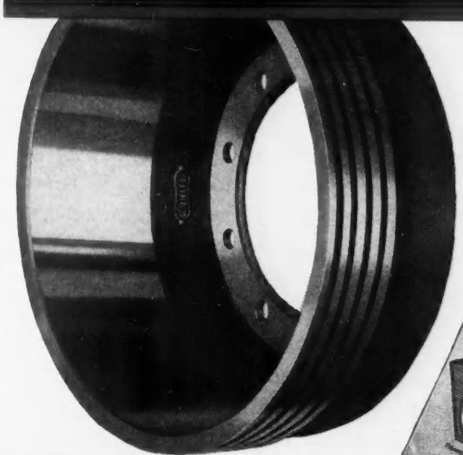
BRAKE lining salesmen *know* brake drums . . . their daily work brings them into contact with all kinds of brake troubles. Scored drums, grooved drums, warped drums —they know them all. And they know many varieties of brake troubles can be traced directly to the failure of brake drums.

Ask brake lining salesmen what drums will serve you best in today's traffic. Ask them what drums will really *stand up.* Most brake lining salesmen will recommend Gunite Brake Drums because they *know* GUNITE Drums give good linings a chance.

Three to five times longer life for brake linings when GUNITE Brake Drums are used! Brake Drums that *stay* smooth because of the graphite content of the new metal, Gunite, of which they are made!

Nowhere else can you find drums that will last as long or give as much service, as Gunite Drums. They are held to limits of .009 of an inch concentricity at the factory . . . and keep this precision because of the rigidity of Gunite. They never warp or distort. They do not score. They are correctly designed and drilled and they save their cost many times over.

Use Gunite Drums on every bus or truck you own. Ask for them as standard equipment on new vehicles. End the cost of needless adjustments, repairs and lost service hours once and for all.



Write for the new Gunite Brake Drum Catalog. Lists practically every bus or truck requirement. Gunite Drums are made to fit at the factory. No redrilling or reboring.

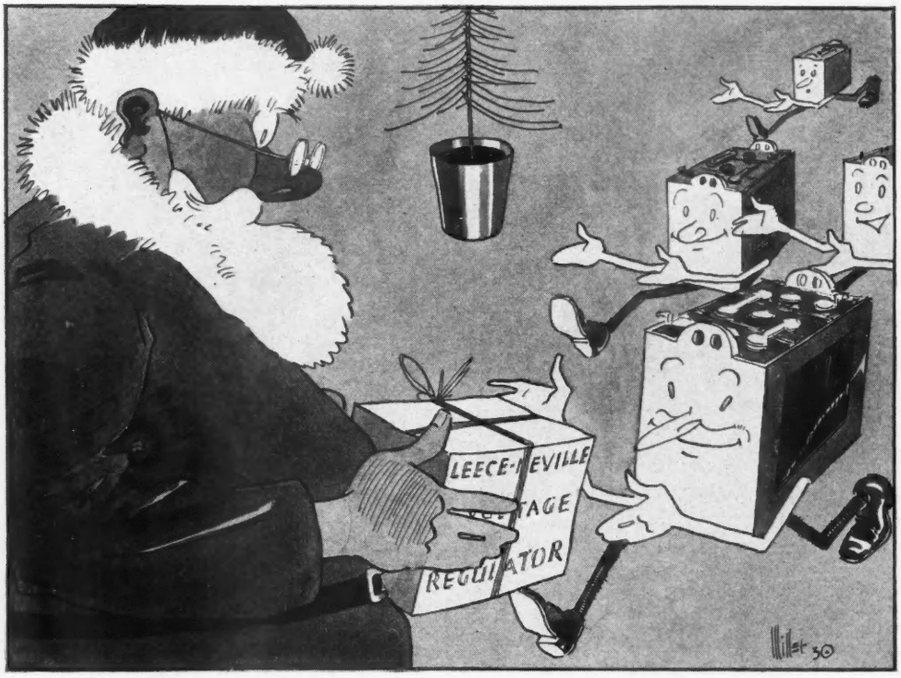
GUNITE

GUNITE

BRAKE DRUMS

THE GUNITE CORPORATION
Rockford - - - Illinois

(A-155)



. . . . . SOMETIMES WE WISH THERE WAS A SANTA CLAUS!

A kindly, cheerful Saint to put a Leece-Neville Voltage Regulator in the stocking of every truck and bus. Three million ringing "Thank-You's" from as many tired and over-worked batteries would make the old fellow glow with the satisfaction of a deed well done.

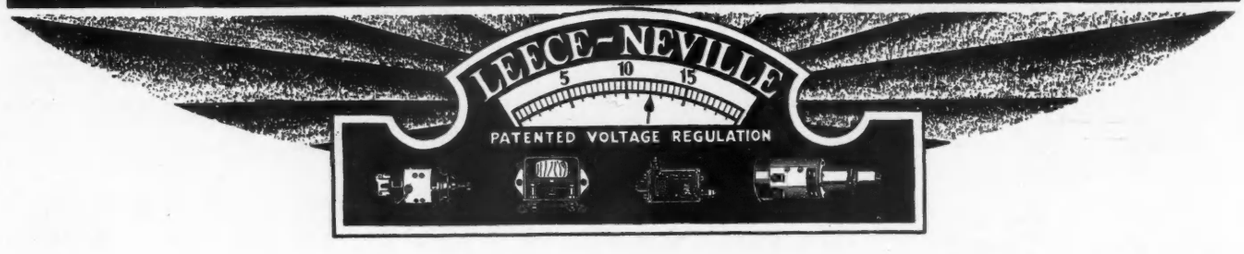
But since there is no Santa Claus, it becomes necessary to repeat once again: The Leece-Neville Voltage Regulator keeps batteries constantly in good working order, preventing costly delays and disgruntled customers.

That's our story. All we can do is to keep plugging away at it month after month, year in and year out. *The Leece-Neville Voltage Regulator is a good product. It keeps batteries constantly in good working order.* There are satisfied Leece-Neville users in your territory and we can prove it at the same time you ask us to prove our story on Voltage Regulation.

Voltage Regulation Minimizes Electric Maintenance

1. Battery cannot be overcharged.
2. The battery is charged only at the correct rate for its state of charge.
3. Battery will operate longer without requiring replenishing of electrolyte.
4. Life of battery greatly prolonged.
5. Lights can be operated direct from generator.
6. Loose connections will not cause lamp bulbs to burn out.
7. Makes most economical generator system.
8. Any Leece-Neville Voltage Regulated Generator can be used without battery.
9. Lamp life greatly prolonged.
10. Motor coaches fitted with Leece-Neville voltage regulated generators provide passengers with satisfactory illumination and safe transportation.

LEECE-NEVILLE CO. — CLEVELAND, OHIO



YEAR 'ROUND...TOUGH GOING

Sell FWD Trucks For Heavy Service

FWD dealers have many sales outlets . . . more "selling opportunities". They not only share in the regular commercial truck business, but they get those "off-the-concrete" orders . . . for the FWD Truck gets through "rough going" where ordinary trucks get stuck.

Sell to the building contractor . . . state and county highway departments, municipalities, oil fields, loggers, quarries, mines, public utility companies, dairy and hundreds of other "heavy duty" truck users. The FWD line builds up satisfied customers, and naturally repeat business.

This is an all-year, all-purpose line of trucks. Let us send you full dealer particulars. Send for literature today.

THE FOUR WHEEL DRIVE AUTO CO., Clintonville, Wis.

Canadian Factory — Kitchener, Ontario

Drives through front and rear wheels, brakes on all four wheels.

Steers as easily as a pleasure car.

A general service truck which adapts itself to special needs and provides more than economical transportation.

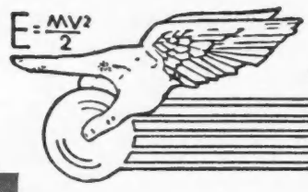
Furnished in 2 to 10 ton sizes, including four wheel, six wheel and tractor trucks.

Manufactured by the oldest and largest manufacturer of four wheel drive trucks in the world.

Have increased in sales 1084% in the past eight years.

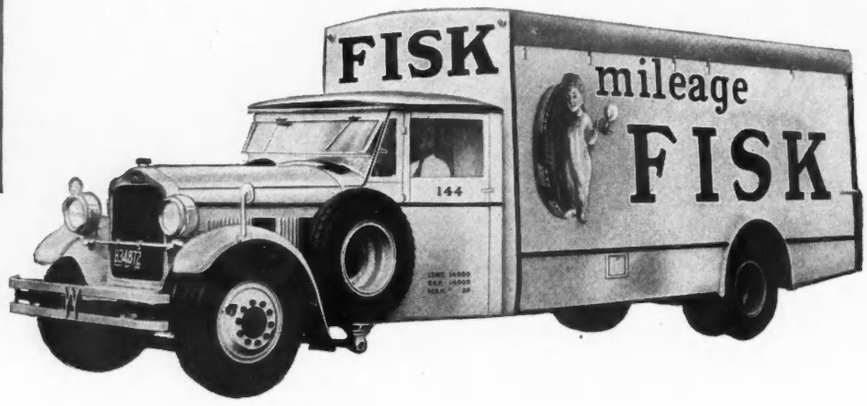
Received 62% of 1929 orders from owners of FWD Trucks.

BACKED BY FWD TRUCKS NATION-WIDE SERVICE



STRONG TO BEAR BURDENS - LIGHT TO MOVE

CUT BODY WEIGHT 2,850 POUNDS



Pay load increased by 30%

Why sacrifice hauling efficiency to unnecessary body weight? Body manufacturers and truck and bus operators can meet stringent safety laws, retain all structural strength, yet give chassis a better chance to earn for the owner, through the use of the light, strong alloys of Alcoa Aluminum.

As an example:—trucks of the Fisk Rubber Company operate between Springfield, Massachusetts and New York City—a distance of 175 miles. Dead Weight from the old bodies consumed profits. Alcoa Aluminum bodies increased the pay load by almost 2½ tons. 30% more haulage. One free trip out of every three made. It did not take long to pay for the body replacement. These are facts in which all truck owners are interested. It is their business to make pay loads pay profits. And they are being widely informed of the new efficiency in Alcoa Aluminum truck bodies.

Check over these facts, yourself. See why these modern bodies bring out the full capabilities of your chassis—how they cut costs, reduce maintenance charges, permit faster schedules.

Our representatives will advise and co-operate with you on the use of Alcoa Aluminum for Bodies. Write: ALUMINUM COMPANY of AMERICA; 2439 Oliver Building, PITTSBURGH, PENNSYLVANIA.

ALCOA ALUMINUM

HEIL

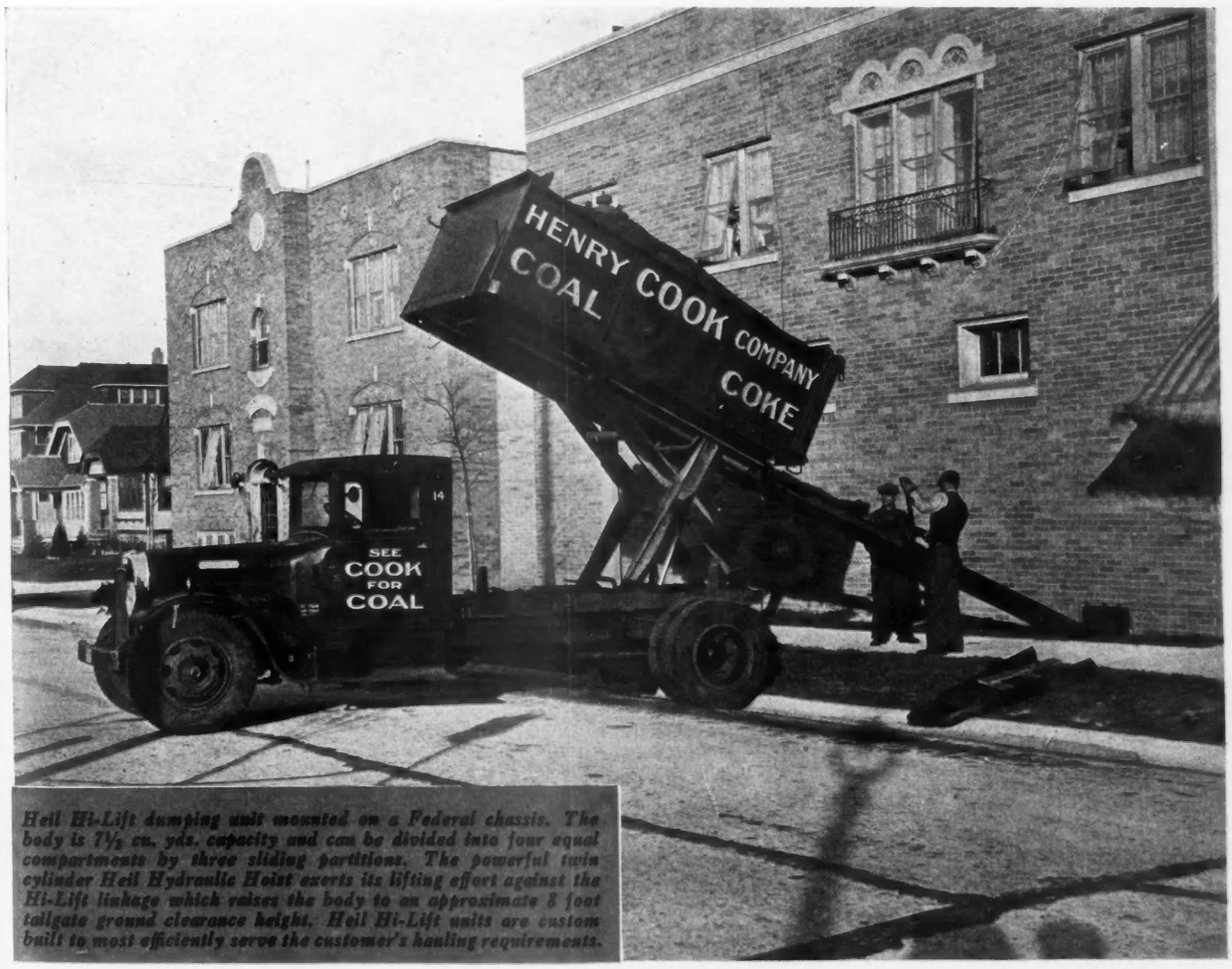
TRUCK SALESMEN! . . . DUMP TRUCK AND TANK TRUCK OPERATORS! . . .

PREPARE NOW FOR THE 1931 SEASON . . . SEND TODAY FOR A FREE COPY

OF THE NEW HEIL HOIST-BODY AND TANK MANUAL WHICH IS MADE UP

IN LOOSE LEAF STYLE AND BOUND IN A DURABLE LEATHERETTE COVER

. . . ADDRESS THE HEIL CO., 3003 W. MONTANA ST., MILWAUKEE, WIS.



Heil Hi-Lift dumping unit mounted on a Federal chassis. The body is 7½ cu. yds. capacity and can be divided into four equal compartments by three sliding partitions. The powerful twin cylinder Heil Hydraulic Hoist exerts its lifting effort against the Hi-Lift linkage which raises the body to an approximate 8 foot tailgate ground clearance height. Heil Hi-Lift units are custom built to most efficiently serve the customer's hauling requirements.

HERCULES ENGINES

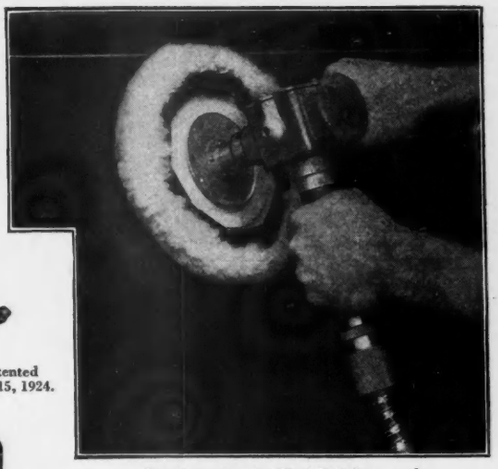
HEAVY-DUTY POWER FOR EVERY ROAD BUILDING REQUIREMENT

SEE THEM AT THE ROAD SHOW

ST. LOUIS - JANUARY 10-16

HERCULES MOTORS CORPORATION, CANTON, OHIO, U.S.A.

FLEXIBLE SHAFT and ATTACHMENTS



Patented
Jan. 15, 1924.

No. 1005.
With high speed ½ h. p. motor, 3450 R. P. M. on 60 cycle. Net $121.50

The Sioux Lambs Wool Polisher, used with the Sioux Flexible Shaft and Angle Work Head, takes the drudgery out of polishing jobs.

Polishing Mechanically can be done with the Sioux!

A perfect job of cleaning and polishing can now be done easily and quickly. The Sioux slow speed angle work head and lambs wool polishing attachments were especially designed for use with the Sioux Flexible Shaft for polishing operations. The slow spindle speed prevents "burning" or other damage to lacquered or painted surfaces. The Sioux Angle work head is compact and light in weight, easy to handle and, with its two handles, is under positive control of operator. The "Sioux" way is the modern way—away ahead of the long tedious hand polishing method. Ask for complete instructions for polishing cars mechanically with the Sioux Flexible Shaft and polishing attachments.

Your Jobber Sells Them.

ALBERTSON & CO. INC.,
Sioux City, Iowa, U. S. A.

SIOUX
Trade Mark Reg U.S. Patent Office

STANDARD THE WORLD OVER

The J. A. Williams Co., of Pittsburgh, Pa., organized in 1900, have grown to be the largest general wholesale merchandise distributors in the Pittsburgh district. To increase their delivery radius—economically—they are buying Autocar trucks. The competent truck in this picture is their Ranger model, built to do long-distance, high-speed hauling at surprisingly low cost.

Motor Truck Transportation Is a Balance Sheet Proposition

MOTOR TRUCK transportation belongs side by side with buildings, machinery and sales as factors influencing the balance sheet of any business. » » » When the Sales Department wants to increase the company's delivery radius the first question to decide is: "Can it be done profitably?" » » » The J. A. Williams Company are the largest general wholesale merchandise distributors in Pittsburgh, Pa. When the decision was reached to increase their delivery radius materially, they added two Autocar trucks to their fleet. Autocars were selected in preference to all other makes because of Autocar's proved ability to accomplish long-distance deliveries dependably and economically. Strictly as a balance sheet proposition, precision-built Autocars were the choice of J. A. Williams & Company. » » » This is but one example of an incident that is occurring every day with increasing frequency in practically every line of business.

PRECISION BUILT

AUTOCAR TRUCKS

THE AUTOCAR COMPANY, ARDMORE, PA.

Rewards
you get by using the RIGHT WHEEL

The right wheels on your truck will give you safe speed, more traction, more trips, more tire mileage, more profits and trouble-free wheel service.

The remarkable performance records of Dayton Dual Pneumatic Steel Wheels prove that it pays to specify the right wheels. Speed makes vastly greater demands of wheels. They must not sway, loosen, bend or weaken in the least. If they do—quick tire failure results.

Dayton Duals will not bend, weaken or lose their positive true alignment in the fastest and toughest kind of service. They are self-cooling, whipping strong currents of air against brake drums and tires. Thus, tires run true and cool and give phenomenal mileage.

The first cost of a set of Daytons is the last and only cost. Not one Dayton Dual has ever failed in service, and not one has ever caused any expense for wheel repairs! Get the rich rewards of using the right wheels by specifying Dayton Duals on your new trucks and changeovers.

Distributors in all principal cities are prepared to give you quick, complete changeover service on Dayton Duals.

THE DAYTON STEEL FOUNDRY CO., Dayton, Ohio

We have acquired the Tigerloy Brake Drum Division of the Massillon Steel Castings Company of Massillon, Ohio

Dayton Brake Drums are superior in Strength and Wearing Qualities. The metal, made by a special process in electric furnaces, has an even distribution of small, uniform grains of graphitic carbon. Dayton Brake Drums last longer, stay smooth, and save brake linings.

Dayton

The Mark of a Good Wheel

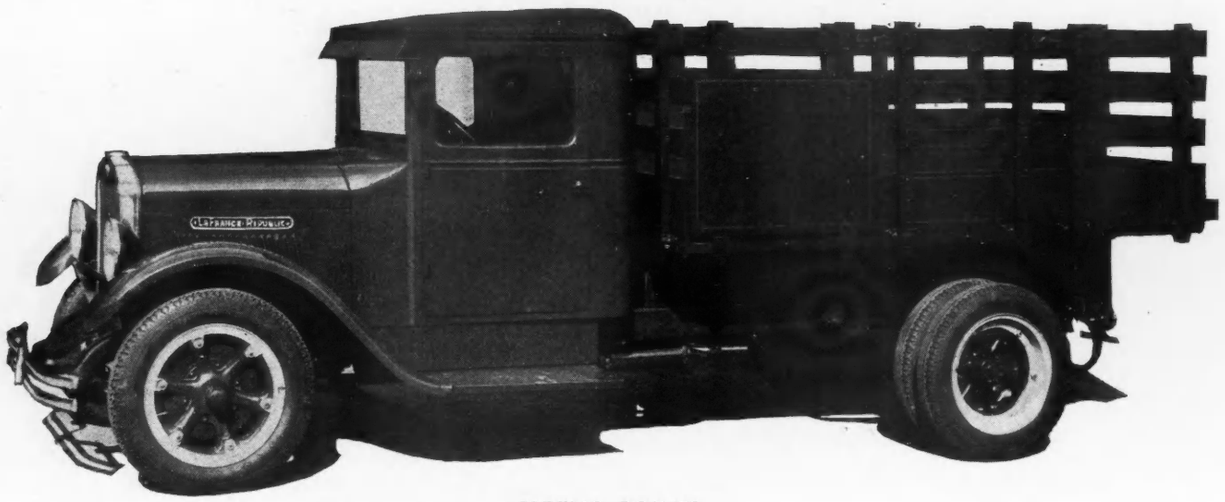
LaFRANCE-REPUBLIC

Model A-1

6-Cylinder—1-1½ Ton Truck

$795.00 Chassis

F.O.B. Factory



BUYING POINTS

60 H. P. 6-cylinder truck-type engine.
Long, wide, silico-manganese springs.
Timken, full-floating, spiral, bevel-gear rear axle.
4-wheel hydraulic brakes, internal expanding, completely enclosed.
4-speed, heavy-duty transmission.
6" deep frame with heavy cross members.
Generous road clearance.
Low center of gravity.
Accessibility.
132" wheelbase—144" wheelbase.
Easy steering.
Fast acceleration.
Speed.
Operating Economy
Balloon front tires—truck type rear tires—Dual balloon rear available.
Metal spoke steel wheels.
Attractive streamline appearance.

COMPLETE LINE CONSISTING OF

LaFRANCE-REPUBLIC MODELS

A-1—6-Cylinder—Bevel Drive—1 Ton
C-1—6-Cylinder—Bevel Drive—1½ Tons
D-1—6-Cylinder—Bevel Drive—2 Tons
F-2—6-Cylinder—Bevel Drive—3 Tons
H-2—6-Cylinder—Bevel Drive—4 Tons
M-2—6-Cylinder—Double Reduction Drive—5 Tons

AMERICAN-LaFRANCE MODELS

Chief—6-Cylinder—Worm Drive

Chieftain—6-Cylinder—Worm Drive

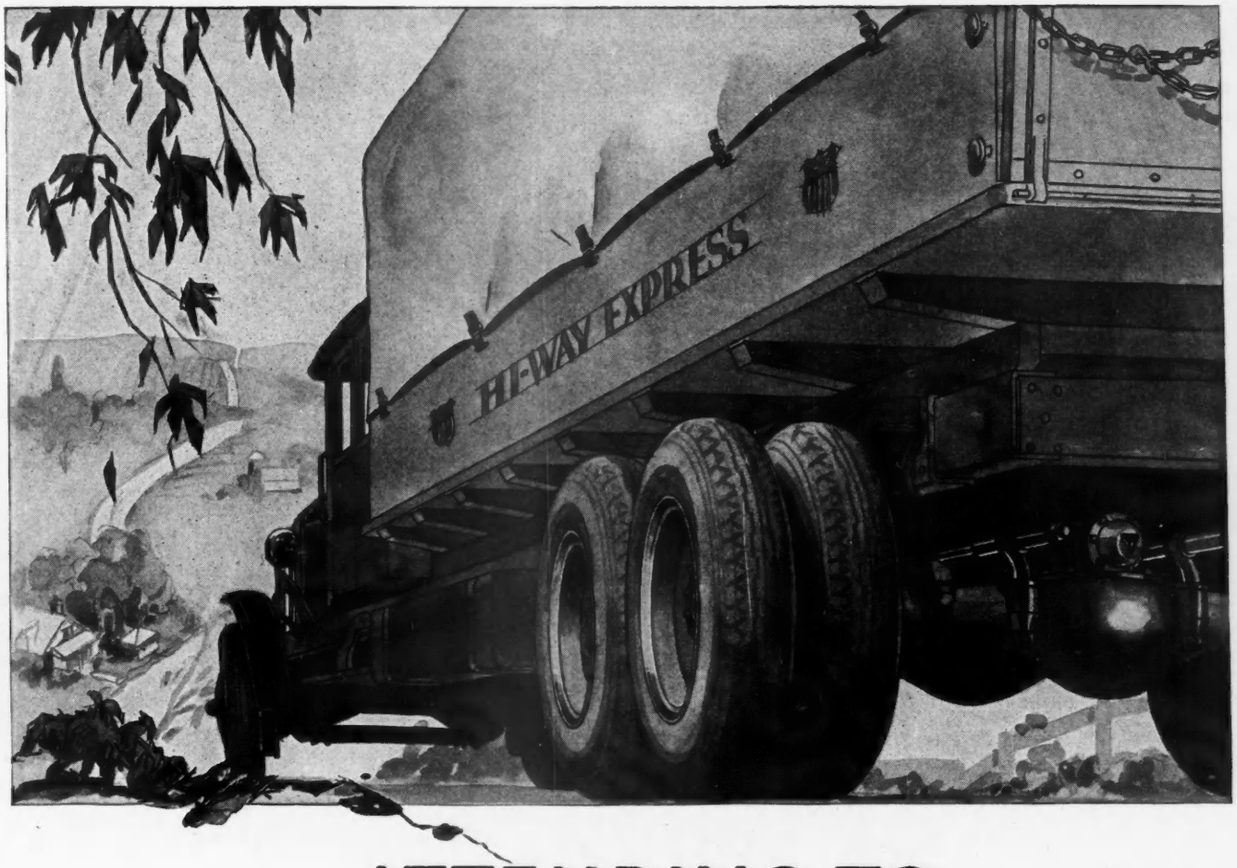
LA FRANCE REPUBLIC

Complete detailed specifications will be sent upon application

LaFRANCE-REPUBLIC CORPORATION

ALMA, MICHIGAN

LaFrance-Republic—Designed and Built for Satisfaction and Service



ATTENDING TO BUSINESS—*QUIETLY*

You admire men who are workmanlike; no fuss, no playing to galleries; just attending quietly to business.

You find that admirable quality in the Timken Six Wheel Unit. Its performance typifies the motor truck's job—to haul merchandise and material quickly, cheaply; to *keep working.*

Bigger capacities, extra traction, added brake control, perfect flexibility, added to the traditional workmanlike efficiency, ruggedness, and dead silence of Timken Worm Drive: that is the Timken Six Wheel Unit; always attending to business—*quietly.*

THE TIMKEN-DETROIT AXLE COMPANY, DETROIT, MICHIGAN

TIMKEN SIX WHEEL UNIT

Truck Operating *and* Maintenance Costs

and their relation to the vehicles you are selling

WHEN the operator puts one of your vehicles into service, Mr. Dealer, you confidently hope that his organization, methods and experience are such that the vehicle can be expected to render the utmost efficiency.

If it doesn't perform as he expects from the standpoint of economy, it's a direct reflection upon the dealer and the product he represents.

This is invariably the case when the operator has no reliable cost-keeping system or methods.

Insure yourself against such dissatisfaction by recommending to your customers the

COMMERCIAL CAR JOURNAL

Standard Cost System

Thousands of operators throughout the country have installed this system —many dealers ask their customers to use it.

It is simple—but 2 forms are used—a driver's daily route and a monthly summary sheet, and the cost is but $9.50.

The complete system consists of

500 Driver's Cards
60 Monthly Summary Sheets
1 Complete Instruction Booklet
1 Binder

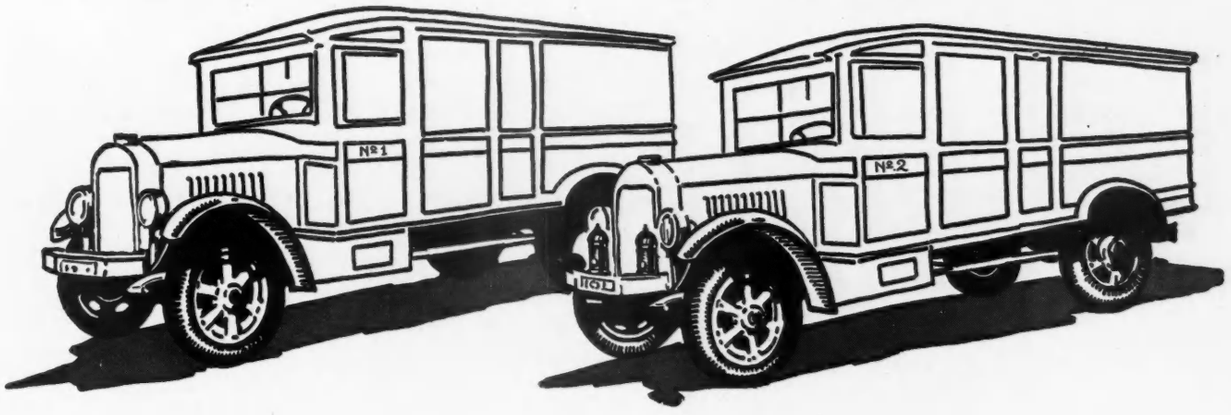
Write for sample forms and details

Chilton Class Journal Company

Chestnut and 56th Streets, Philadelphia

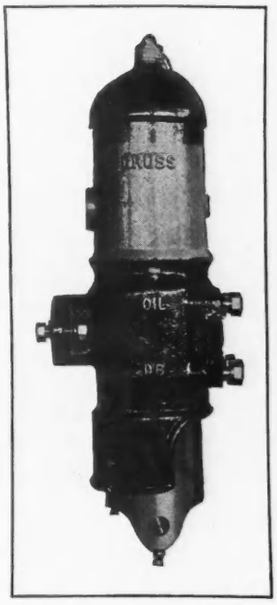
Controlled by the United Business Publishers, Inc.

First Cost Versus Upkeep



THESE two trucks are identical with one exception — No. 2 is equipped with Cleco-Gruss Air Springs and represents a slightly higher first cost. This small extra investment, however, means that truck No. 2 is going to be in service longer and will cost its owner from 10% to 15% less maintenance expense.

Air Springs differ from the average shock absorbers or snubbers in that they *eliminate* shock instead of merely controlling it and pass the impact on through to the chassis and body. The powerful and velvety cushions of compressed air swallow the impacts that are continually hammering away at the springs, axles, running gear, chassis and body.



Last but not least are the factors of driver-comfort and cargo-protection. These factors alone are worth the unit's surprisingly low cost.

Find out today how inexpensively you can equip your trucks with Cleco-Gruss Air Springs.

Manufactured by The Cleveland Pneumatic Tool Company, Cleveland, Ohio, and serviced the world over. Export Department, 40 Rector Street, New York City.

GRŪSS Sleeve Type **AIR SPRING**

WESTINGHOUSE Piston Type **AIR SPRING**

THE SHOCK ELIMINATORS FOR TRUCKS - BUSSES - PASSENGER CARS

Editors on *WHEELS*
—are making your business paper!

He's out—but he's not at the country club. His chair is empty this afternoon—but it won't be tonight. He'll be back from the front with important news for you and your business.

For today your business paper is edited on wheels.

Is there a hint of a new process, a new method, a new machine that may cut costs for a whole industry? Your editor is there by the shortest, swiftest route.

Is there a rumor of impending price changes—of a merger that may affect competition—a tariff that may affect exports? Your editor is on the ground, looking at emergencies through your eyes, getting the facts for you.

Is there news of a selling plan, a packaging idea, a distribution scheme that moves goods quickly? He is there, to appraise its value to you, to bring you the story of just what happened.

No wonder your editor is not at his desk. He is riding the rails, flying the airlines, touring the roads—a reporter at the front, an editor on the way home. And he is doing it all for you. His reports, digested for you, written for you, published for you—are yours in the pages of your business paper.

THIS SYMBOL *identifies an ABP paper . . . It stands for honest, known, paid circulation; straightforward business methods, and editorial standards that insure reader interest . . . These are the factors that make a valuable advertising medium.*

COMMERCIAL CAR JOURNAL IS A MEMBER OF

THE ASSOCIATED BUSINESS PAPERS, INC.

TWO-NINETY-FIVE MADISON AVENUE · NEW YORK CITY

Wear..shock..breakage..warping

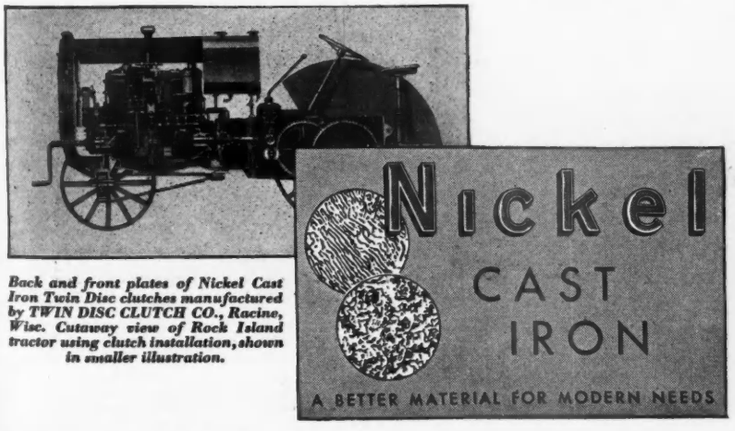
THESE NICKEL CAST IRON CLUTCHES RESIST THEM ALL

"THOUSANDS of Twin Disc Clutches are installed every year in tractors and combines", writes G. M. Guilhart, Secretary & Sales Manager of the Twin Disc Clutch Company, Racine, Wisc. "These machines are operated by farmers, few of whom have either the facilities or the skill to make their own repairs and replacements. To obviate so far as possible the annoyance and expense incidental to repair work on farm machines, we are careful to use only long wearing materials in clutches built for farm operation.

"After searching investigation into the merits of various mixtures and alloys as material for front and back plate castings, we are making extensive use of Nickel alloy castings for these important parts.

"They are not only durable, but also offer resistance to fracture and warping."

THE INTERNATIONAL NICKEL COMPANY, INC.
Miners, refiners and rollers of Nickel. Sole producers of Monel Metal.
67 WALL STREET NEW YORK, N. Y.



Back and front plates of Nickel Cast Iron Twin Disc clutches manufactured by TWIN DISC CLUTCH CO., Racine, Wisc. Cutaway view of Rock Island tractor using clutch installation, shown in smaller illustration.

NEW
BRAKE SET 1975
12 "Superrenches" cover 90% of all brakes —internal and external —serviced today . . . . .
LIST PRICE—$36.40
In Leatherette Roll
(Liberal Discount to User)

For Modern Brake Service Make This Your Daily Dozen

Modern brakes are no puzzle to the New Williams' Brake Set 1975. Twelve "Superrenches" make easy work of internal as well as external brakes. Bendix, Lockheed-Hydraulic and Midland Steeldraulic —also individual styles on certain cars. All are provided for in this new complete Set. This daily dozen of service helpers brings your brake service up-to-date—and saves you money, time and effort.

Genuine "Superrenches," drop-forged from Chrome-Molybdenum steel, the strongest, toughest wrench-material made. All are heat-treated and Chrome-finished.

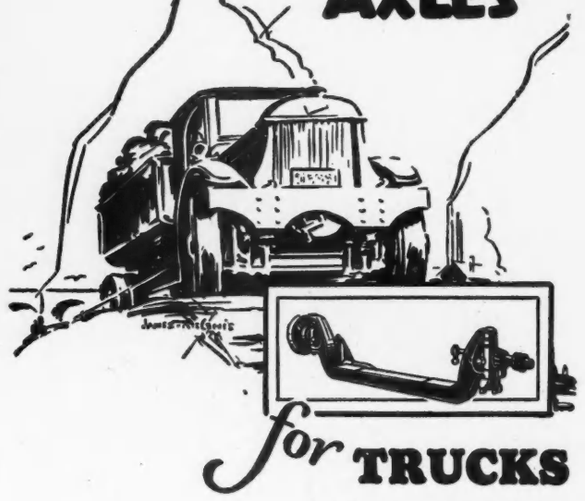
Williams' Brake Set 1975 is *New*. Made for modern service. Ask for circular giving in detail the adjustments covered.

Every "Superrench" is Guaranteed Against Breakage

WILLIAMS
SUPERIOR DROP-FORGED TOOLS
"SUPERRENCH"
(Chrome-Molybdenum)

J. H. WILLIAMS & CO.
"The Wrench People"
75 SPRING STREET—NEW YORK
Buffalo Chicago

SHULER
FRONT AXLES



for TRUCKS
Tractors and Trailers

GRATEFUL

While the closing year has not been an outstanding example of production activity, we are truly grateful to our old customers who remained with us and the new ones who were added to the list.

FRONT AXLES
O N L Y
with or without brakes

SHULER AXLE CO.
INCORPORATED
LOUISVILLE KENTUCKY

Nothing *Finer* Can Be Said of Any Motor Vehicle Than, It is -

LYCOMING MOTORS

LYCOMING MANUFACTURING CO.
WILLIAMSPORT, PENNSYLVANIA

Lycoming's Vast Resources, Experience and Skill Are Dedicated to Leadership in Fine Motor Building

To-Day It Must Be Steel!

Patented
Patents Pending

"HALLOWELL" STEEL WORK BENCH

Yes, it's getting to be steel more and more—in all walks of life.

It's because wood splinters, cracks, warps, gets wobbly, absorbs oil, is hard to keep decently clean and burns. Steel won't do any of these things.

The Drawer is Extra— Do You Need One?

And the "HALLOWELL" Steel Work Bench is a fine example of modern steel construction—strong, rigid, and wobble-proof—wears as only steel can wear.

Then it's easy to clean that broad one-piece steel top without a crack and without a splinter, and so hard and close that oil never soaks in.

And we carry 1368 different sizes and combinations of "HALLOWELL" Bench Equipment in stock for immediate shipment.

WE MANUFACTURE:

"HALLOWELL" STEEL WORK-BENCHES
"HALLOWELL" STEEL WORK-TABLE
"HALLOWELL" STEEL WORK-BENCHES, SEMI-PORTABLE
"HALLOWELL" STEEL-WOOD WORK-BENCHES
"HALLOWELL" STEEL-WOOD WORK TABLES
"HALLOWELL" STEEL BENCH-DRAWERS
"HALLOWELL" STEEL CHAIRS
"HALLOWELL" STEEL STOOLS
"HALLOWELL" STEEL SHOP-FURNITURE
"HALLOWELL" STEEL FLOOR-TRUCKS

"HALLOWELL" Service Station Equipment of Steel is featured in the Manuals of Oakland-Pontiac, Hudson-Essex, Buick, Chevrolet, Graham-Paige, Willys-Overland and Studebaker.

STANDARD PRESSED STEEL CO.

BRANCHES BOSTON CHICAGO DETROIT

JENKINTOWN, PENNA.
BOX 518

BRANCHES NEW YORK SAN FRANCISCO ST. LOUIS

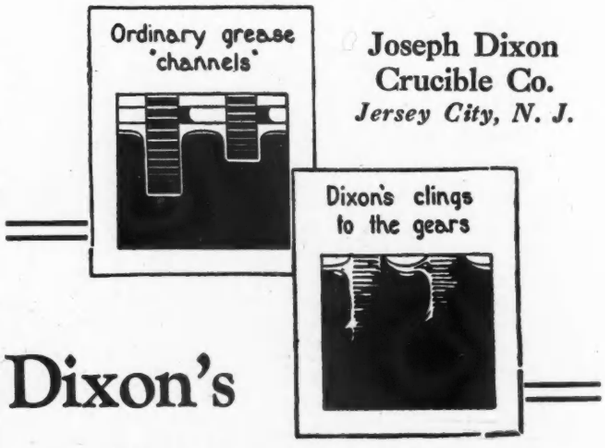
Extend the Life of Transmission and Differential Gears

with Dixon's 677

Frozen or stiff lubricants aren't much help to transmission and differential gears. In fact, they tend to increase wear rather than prevent it. On these cold, frosty mornings when stiff gear shifting is present, you need to change your lubricant.

Change to Dixon's 677, the double film lubricant for transmission and differential gears. Two films—a film of graphite and a film of grease—provide double protection. Dixon's won't channel. It eliminates stiff gear shifting. It clings to the gears, constantly lubricating them regardless of how cold the weather.

Dixon's 677 is a profitable lubricant for truck dealers to handle. Bulletin 122G gives the how and why. May we send you a copy?



Joseph Dixon Crucible Co.
Jersey City, N. J.

Dixon's 677 *Graphited Grease*

A Message from B. A. Gramm

Dean of the Motor Truck Industry

MR. B. A. GRAMM
President and Treasurer
Gramm Motors, Inc.,
Delphos, Ohio

DISTINCTION

The very fact that Gramm trucks do possess distinction not only in appearance but performance as well is due primarily to their designing based upon thirty years' experience in building motor trucks.

Such an engineering background gives the greatest assurance to the truck owner of rear service and low operating cost per ton mile.

In times like these when we are just emerging from a world-wide depression, Gramm equipment will go a long way in helping you to keep your transportation costs at a minimum.

Gramm's powerful trucks need no alibi.

DON'T EXPERIMENT—
BUY A GRAMM

Each chassis admirably sustains the Gramm slogan:

"POWERFUL AND FAST—BUILT TO LAST!"

B. A. Gramm

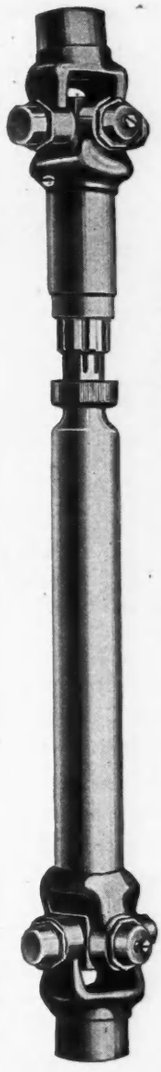
GRAMM MOTORS, Inc.

Builders of fine Motor Trucks, Vans, Busses
Specialized Chassis for Fire Apparatus

DELPHOS, OHIO, U. S. A.

EXPORT
Willys-Export Corporation
Toledo, Ohio, U.S.A.

EXPORT
Willys-Overland Crossley, Ltd.
Stockport, England



MAINTENANCE under control pays a profit in long life and trouble-free performance. Maintenance out of control shows up in delayed shipments, displeased customers and Net Loss.

The Fleet Operator interested in getting the utmost in trouble-proof and durable universal joint performance will select Blood-Brothers Universal Joints as standard replacement for this important link in the power transmission system.

Years of wear will necessitate the replacement of but a few simple, inexpensive parts which Blood design makes it quick and easy to install.

Trouble-Proof Performance

BLOOD-BROTHERS
MACHINE COMPANY
ALLEGAN, MICH.

HANDY GOVERNORS

"The Handy Governors in our use are as near mechanically perfect as I could expect any governor to be. I check each truck monthly and find that the governors always cut in at the speed at which they were set at the time of installation."

QUALITY DAMP WASH LAUNDRY

Buffalo, N. Y. Jos. L. Adruerr, Garage Supt.
October 18.

YES! As Mr. Adruerr testifies, the Handy Governor ALWAYS cuts in at the precise point where it is needed. It never interferes with prompt delivery. It does eliminate overspeeding, and all the grief that goes with it.

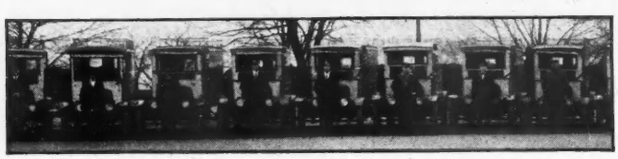
The tires and brake linings of your Handy-Governed vehicles will last twice as long Motors will develop an amazing freedom from trouble. Major accidents will be virtually eliminated. Your transportation system will move more steadily—MORE SAFELY.

Make Handy Governors standard equipment for your whole fleet, and enjoy the benefits!

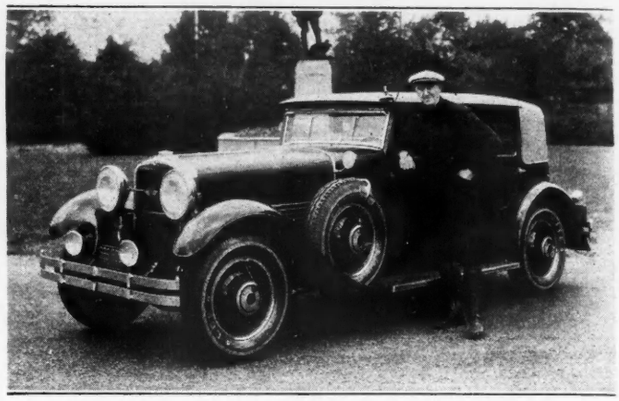
Ask for more concrete examples of successful laundry fleet installations!

HANDY GOVERNOR CORPORATION

3929 WEST FORT ST. DETROIT, MICHIGAN



Cannon Ball Baker Sets Astonishing New Transcontinental Record with Federal-Mogul Equipped Stock Model Stutz!



Through fog and frost, chuck holes and ruts, through Stygian darkness and burning sunshine, Cannon Ball Baker drove from New York to Los Angeles in 60 hours, 51 minutes, clipping 6 hours, 47 minutes off the previous record. His car, a stock model Stutz, was equipped with Federal-Mogul main bearings, and its connecting rods babbitted with genuine Federal-Mogul babbitt.

The same Federal-Mogul bearings and babbitt that have aided in building such stamina and dependability into the new Stutz are offered the trade for replacement. For true reliability, choose Federal-Mogul—"The Replacement Line that's Genuine."

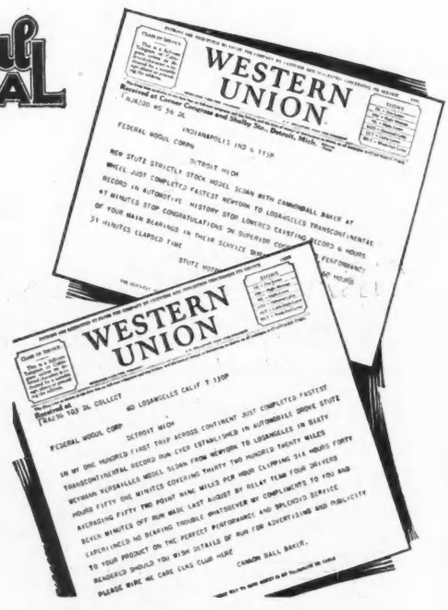
THE COMPLETE FEDERAL-MOGUL REPLACEMENT LINE

Bronze-Back, Babbitt-Lined, and Die-Cast Connecting Rod and Main Bearings (Standard and Undersize)
PISTON PIN BUSHINGS
CONNECTING ROD BOLTS AND NUTS
BEARING ANCHOR SCREWS
LAMINUM SHIMS
BRONZE BARS AND BABBITT METALS
BABBITTING SERVICE
CONNECTING ROD EXCHANGE SERVICE

Mogul FEDERAL

NSPA

CARE WILL SAVE YOUR CAR



We will exhibit at the National Automobile Shows to be held at Grand Central Palace, New York, January 3rd to 10th, 1931; and at Chicago, Coliseum, January 24th to 31st, 1931.

FEDERAL-MOGUL CORPORATION

DETROIT, MICHIGAN

Eliminate the Skidding menace . . .

A "Good Roads" Spreader—property Cleveland Electric Railways

Also "Good Roads" Snow Plows for Motor Trucks

THE GOOD ROADS MACHY. CO., INC.

PHILADELPHIA
NEW YORK
WATERTOWN, MASS.

KENNETT SQUARE, PA.

PITTSBURGH
CHICAGO
HARRISBURG, PA.

and permit higher speeds with safety

Trade Good Roads MACHINERY *Mark*

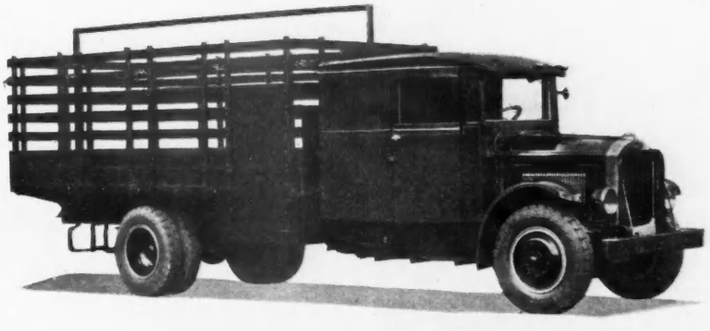
SAND SPREADERS

are designed and built to spread Sand or Cinders . . . evenly and in pre-determined quantity . . . over entire surface or any portion of it. Adaptable to mounting on any standard make of motor truck of sufficient capacity . . . SAFETY FIRST.

A COMPLETE LINE OF MOTOR TRUCKS BY A PIONEER BUILDER

WITH A PROFITABLE FLOOR PLAN FOR DEALERS

BUILT OF THE BEST AND STAND THE TEST



CAPACITY ¾ TO 10 TONS

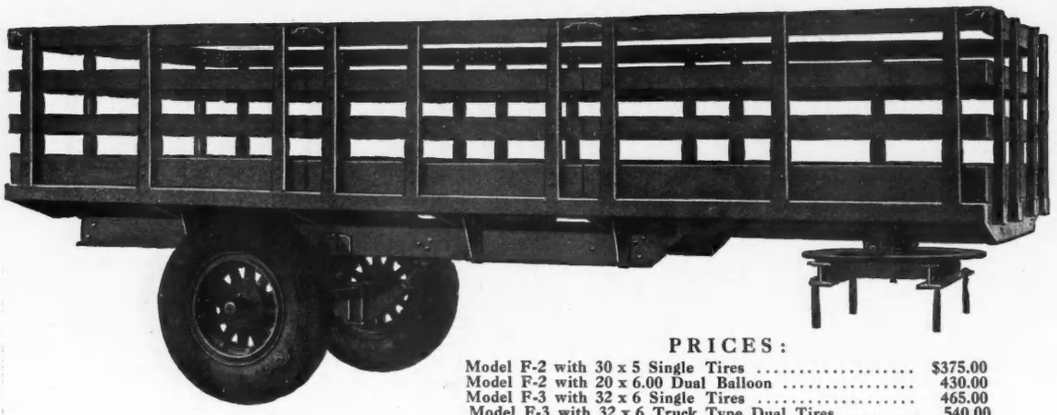
Fisher-Standard

STANDARD MOTOR TRUCK COMPANY

DETROIT - - - - - - - MICHIGAN, U. S. A.

New Universal Trailer

The New Universal Trailer is the latest product of Kingham in keeping with our policy of one pace ahead in design, capacity and price on trailers for all vocations. The New Universal Trailer has a very desirable feature in its drop frame, making loading height approximately 41″, depending on the tire equipment used. Investigate this and similar Kingham leaders. Write for full details.



Note the exceptionally low prices on the New Universal. Model F-2 is 3-ton capacity. Model F-3 is 4½-ton. Model F-4 is 6-ton. Can also be furnished in ten ton.

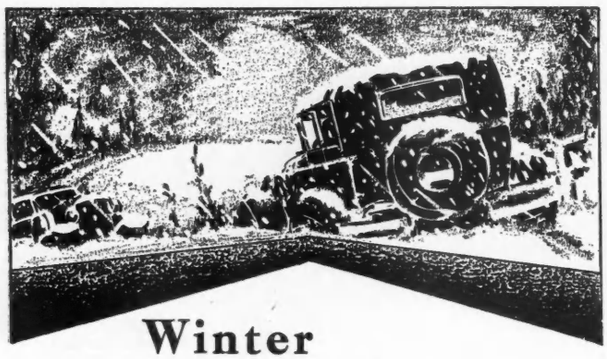
PRICES:

Model F-2 with 30 x 5 Single Tires	$375.00
Model F-2 with 20 x 6.00 Dual Balloon	430.00
Model F-3 with 32 x 6 Single Tires	465.00
Model F-3 with 32 x 6 Truck Type Dual Tires	540.00
Model F-4 with 34 x 7 Single Tires	620.00
Model F-4 with 32 x 6 H.D. Dual Tires	715.00

(Prices include body and fifth wheel)

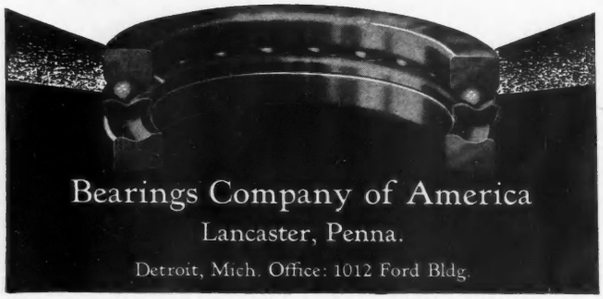
KINGHAM TRAILER COMPANY, Inc.

LOUISVILLE, KENTUCKY



Winter Service

The free and easy operation of all the moving parts, even under the worst road and weather conditions is due in no small measure to the quality and precision of B. C. A. Ball Bearings, which have given trouble-free service in America's finest automobiles for over thirty years.



Bearings Company of America

Lancaster, Penna.

Detroit, Mich. Office: 1012 Ford Bldg.

Suggest to Your Next Customer That He Use the—

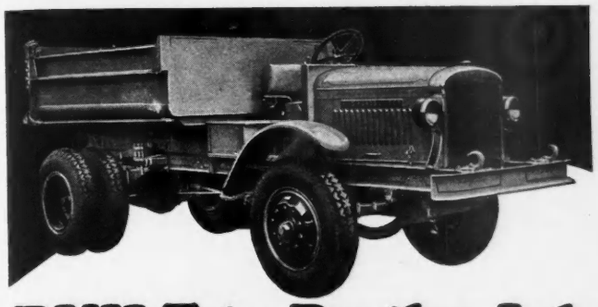
Commercial Car Journal Standard Cost System. A simple, convenient and inexpensive method of keeping close tabs on trucks and drivers.

It costs only $9.50 for 500 Driver's Cards, 60 Monthly Summary Sheets, 1 Complete Instruction Book, 1 Binder.

CHILTON CLASS JOURNAL COMPANY

Chestnut and 56th Sts. **Philadelphia**

Controlled by the United Business Publishers, Inc.



BUILT to Do the Job

THE Hug Roadbuilder does everything a Roadbuilder truck is expected to do. No matter where the job, what operating conditions might be, how tough the problem—the Hug performs the work it is designed to do—builds roads efficiently with low operating cost. That's why it's the popular choice of roadbuilders and contractors.

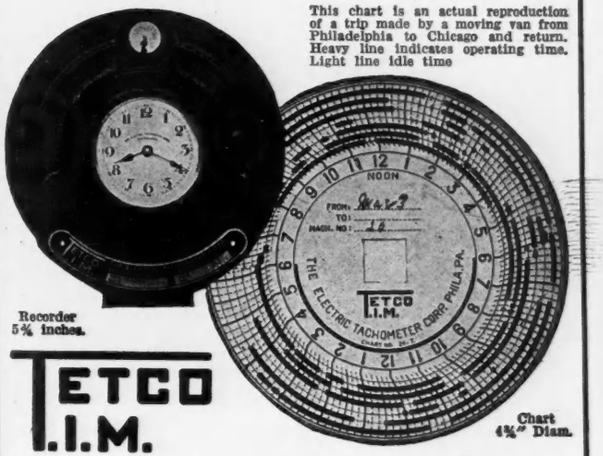
Hug Roadbuilder Trucks will be exhibited at the A.R.B.A. Road Show in Saint Louis, January 12 to 16, space B-35. You are cordially invited to inspect the latest models of modern Roadbuilding Transportation Units.

The Hug Roadbuilder and Commercial Line offers unlimited sales possibilities for responsible distributor. Complete information furnished on request.

HUG

THE HUG CO., Highland, Illinois

This chart is an actual reproduction of a trip made by a moving van from Philadelphia to Chicago and return. Heavy line indicates operating time. Light line idle time



Recorder 5¾ inches.

Chart 4¾" Diam.

TETCO T.I.M.

Points the Way to Savings In Truck Operation

TETCO T.I.M. points out the units that are earning their salt. But it also points out the trucks that are loafing on the job and losing money. TETCO T.I.M. is your personal representative reporting to you, without error and without prejudice the operation of your trucks. A real dollars and cents help to your transportation department in determining operating cost for each unit.

TETCO T.I.M. is an improved "Time-In-Motion" Recorder. Seven-day recording with easy, quick day by day comparison. **Most efficient and economical time recorder on the market.** TETCO T.I.M. with a year's supply of charts $40.00. Distributors are requested to write for sales proposition.

The Electric Tachometer Corporation
BROAD AND SPRING GARDEN STREETS
Philadelphia Penna.

---

trucks - - tractors - - buses never lose money through broken fuel lines when Titeflex Tubing is used—

Titeflex Gasoline Line, showing braid, inner tube and S.A.E. Union Coupling.

Cross Section of Titeflex All-Metal Tubing without braid, showing fixed seam and the convolutions which act as diaphragms to produce flexibility within the metal tube.

No idle time—no overhead—no passengers or shipments delayed and customers dissatisfied when you use Titeflex All-Metal Flexible Tubing.

Titeflex never crystallizes, does not break, never decomposes and is not dependent on packing for tightness. Fleet Owners investigate these fuel lines that never break. Write for new catalog No. 109.

Section of Titeflex All-Metal Tubing without the braid, showing the structure that gives the tubing its soft yielding flexibility. It withstands the constant jarring vibrations of the engine when it is in operation.

Titeflex
REG. U.S. PAT. OFF.

TITEFLEX METAL HOSE CO.
500 Frelinghuysen Ave.
NEWARK, N. J.

NEW DISPATCH 3-5 TON TRAILER . . . .

Already a fast seller

The 3-5 ton DISPATCH, for use with 1½ ton tractors, gives new meaning to the famous slogan "Trailerize and Economize." The lightest and fastest semi-trailer ever built in these pioneer trailer factories. Yet in spite of reduced weight, strength has been increased through the use of improved materials and design, assuring greater speed than ever before achieved in a trailer of this kind.

The DISPATCH can be sold for one-third the average price of five well-known 2½ ton trucks. A big market awaits it. Outstanding features in automatic and manual types offer splendid talking points. Read the DISPATCH story in new folder just off the press. Send for it today. General Sales Offices, Lapeer Trailer Corporation—The Trailmobile Co., Oakley, Cincinnati, Ohio.

Dispatch with Lapeer coupler

LAPEER AND Trailmobile
TRADE MARK REG. U.S. PAT. OFF.

If You Want Greater Mileage *Reline With*

20,000 miles before a reline—that's what Charles H. Vollmer, Amsterdam, N. Y., averages with his fleet relined with Ambler Autobestos Bus-Truck.

You, too, can get increased mileage with this K & M lining specially developed for truck duty. Make the test on one truck. A K & M distributor will help you. Order from him today.

KEASBEY & MATTISON COMPANY.
Ambler Pennsylvania

Your Truck Drivers NEED This ONE-HAND LIFT

—to save them back-breaking work on the road—to save you costly truck and tonnage delays. Now, when a tire goes flat under your trucks loaded to the limit, the jacking is quick and easy—with a Blackhawk Hydraulic. One-hand lifting! Lowering is automatic. So equip like others are doing—with Blackhawk Jacks. See your dealer. Write for literature.

BLACKHAWK MFG. CO.
Dept. CO.
MILWAUKEE, WIS.

BLACKHAWK
***Hydraulic* JACKS**

The Measure of Your Message

THE measure of your message is the number of actual readers reached by the publications carrying your advertising.

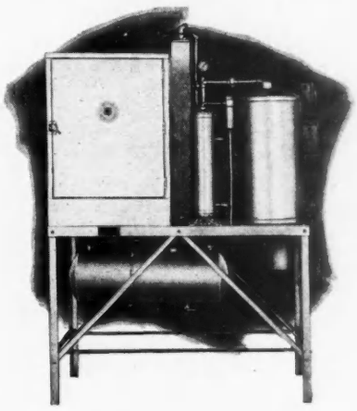
You may buy "14,000 circulation," but is it delivered, or is it merely a "claim" of the publisher?

The A. B. C. offers a service that will enable the advertiser and advertising agent to measure every message placed in the leading publications of the United States and Canada.

Every day in all parts of the Continent A. B. C. auditors are checking the records of publishers, and their findings are tabulated in the form of A. B. C. reports.

These reports, by the authentic, reliable, verified data they contain, enable the advertiser to measure exactly how widely his message has been distributed.

Ask for the latest A. B. C. Report on Commercial Car Journal.
It is a member of the A. B. C.



Truck Fleet Operators!

For best truck lubrication
at
lowest operating cost
use
SKINNER OIL RECLAIMER

— Now Over 300 Satisfied Users —

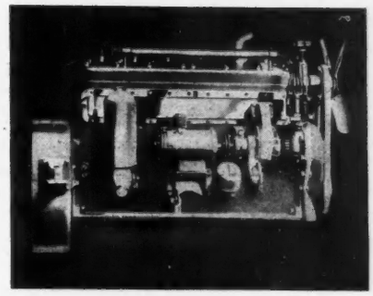
SKINNER MOTORS, INC.
Detroit, Michigan

BUDA
"HIVELO"
SERIES

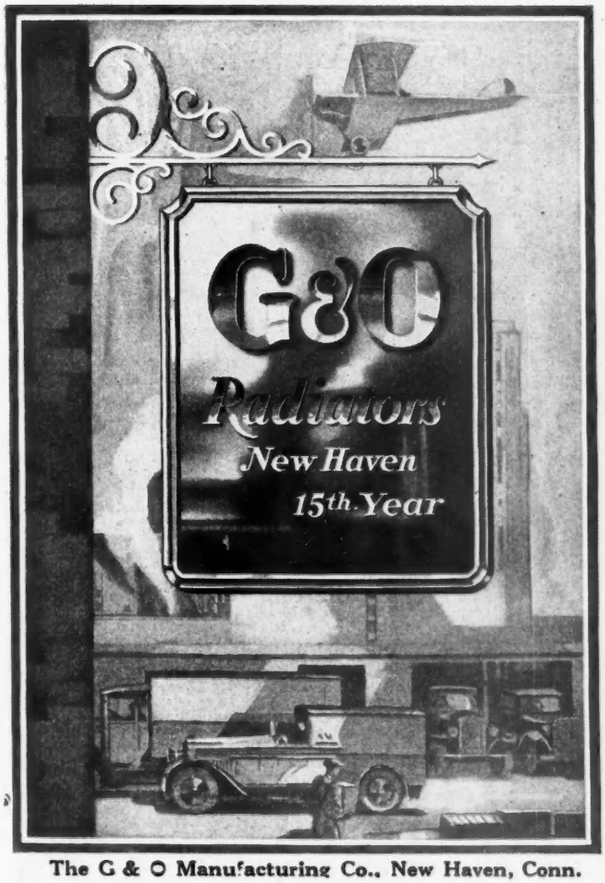
Buda Engines Hivelo Series . . . fours and sixes . . . are engineered to take a position of leadership in this day of high duty rapid transportation.

High Velocity Cooling . . . High Velocity Lubrication . . . High Velocity Combustion.

Specifications upon request.

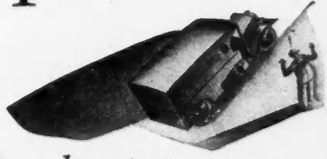


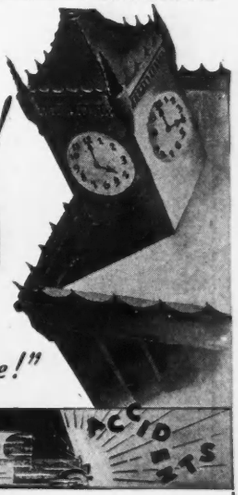
THE BUDA COMPANY
Chicago Suburb
HARVEY, ILLINOIS



The G & O Manufacturing Co., New Haven, Conn.

What!
Four O'clock!





"I'll sure have to step on it to get through my route by five!"

And that's the way most accidents happen:—

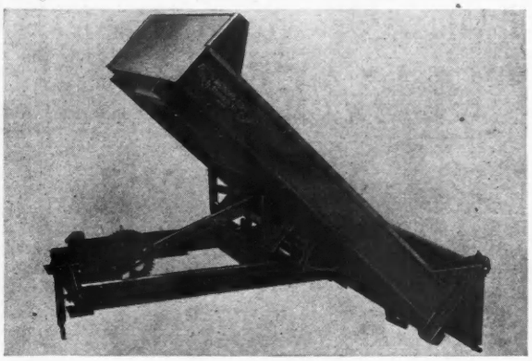
SPEEDING TO "MAKE UP" WASTED TIME!

The SERVIS RECORDER prevents this.

See, on the chart to the left, how the truck stood idle from 2 to 4. No chance of "making up" *that* delay, even if the driver does speed and does "get through" on time. The driver knows this, so he doesn't speed, and he doesn't have accidents.

Write today for Booklet A.

THE SERVICE RECORDER CO.
458 Hanna Bldg. Cleveland, Ohio



ANTHONY DUMP BODIES

The established reputation of Anthony Dump Bodies for ruggedness—unfailing performance and lasting qualities have made them the accepted and outstanding choice in the contracting field.

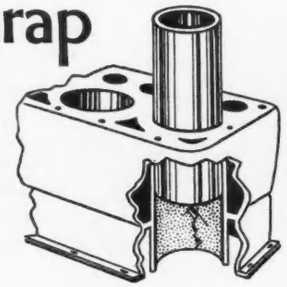
On display at the National Road Builders' Convention at St. Louis, Missouri, January 12th to 16th inclusive.

Write for literature.

ANTHONY COMPANY INC.
STREATOR, ILLINOIS

Twenty-Two Types

Don't Scrap Worn Blocks



Accuralite Chrome-Nickel Cylinder Sleeves will make them as good as new. Accuralite Chrome-Nickel has seven times the wearing qualities of ordinary iron. Special heat treatment removes all casting strain. Each sleeve is precisely machined and guaranteed both as to fit and perfection. If you do not have the facilities for installing Accuralite Chrome-Nickel sleeves an Accuralite Wholesaler will do it in his service shop. The cost is moderate. For sizes and prices write The Accuralite Company, Muskegon, Michigan.

Accuralite CHROME-NICKEL
TRADE MARK
CYLINDER SLEEVES

FOR LIGHT TRUCK SERVICE

3 REAL TONS CAPACITY

HYDRAULIC

FAST—SAFE—POSITIVE

ONLY $35.00

MODEL SP-3
6 Ton Capacity
ONLY $50.00

MODEL DP-1
8 Ton Capacity
ONLY $70.00

OTHER MODELS UP TO 15 TONS. ASK YOUR JOBBER TO LET YOU SEE ONE.

VICKERS MANUFACTURING CO.
NEW ADDRESS
500 "M and T" Bank Bldg.
BUFFALO, N. Y.

Greater Economies and greater earnings because of compressed air equipment

More and more commercial car dealers are finding their service and maintenance costs greatly reduced through the use of compressed air equipment for car washing and other up-keep service. Anyone will find similar economies with Curtis.

Compressed Air Car Washers which supply a complete service—vacuum cleaning, spray painting, operates pneumatic tools, air for tire inflation in addition to car washing.

Curtis is the pioneer builder of power car-washing equipment; is the only manufacturer producing both compressed air and hydraulic types, and therefore is in a position to advise without bias.

Information about Curtis Service Station Equipment

Tear out and mail. Write your name and address on margin. Check equipment in which you are particularly interested.

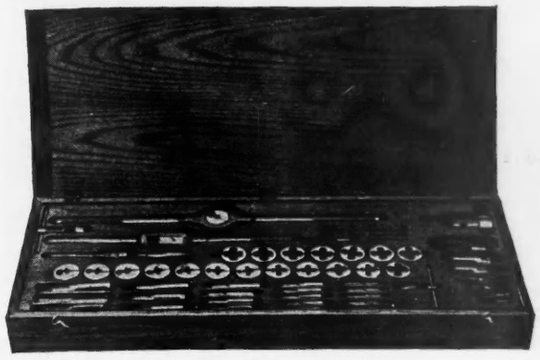
Curtis Paint Spray Compressor, ¼ to 5 H. P. single or two stage, centro ring oiling. Timken bearings.

Curtis Rotating Lift. Safe for you and car. Oil locked. No pits, no recesses. Roll-on or free-wheel type.

Curtis Hydraulic Washer. Low priced, self-contained. New slow speed pump fully enclosed self oiling. One and two gun sizes.

Curtis Compressed Air Washer, gives complete cleaning service, operates pneumatic tools, furnishes air for tires. Duplex Timken bearing compressor.

CURTIS
CURTIS Pneumatic Machinery Company St. Louis
1929 Kienlen Ave., St. Louis, Mo., 518-H Hudson Terminal, New York City



One of many
BRUBAKER SETS—

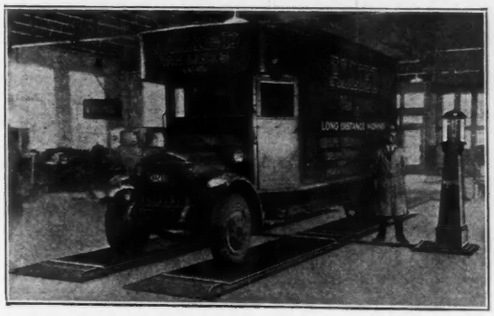
Brubaker Set No. 126 is an assortment of taps and dies covering every screw plate requirement on trucks and buses.
It is one of a complete line of economical screw plate, reamer and valve reseater sets.
Get the Brubaker catalog and Handbook of Cutting Tool Specifications. It helps you buy and use your cutting tools to better advantage.

W. L. BRUBAKER & BROS. COMPANY

Factory
Millersburg, Penna.

Pacific Coast Representative
MECHANICS SUPPLY CO.

Sales Offices and Warehouses
116 Ninth St. San Francisco, Calif.
904 East Pike St. Seattle, Wash.
228 Securities Bldg. Portland, Ore.



Check Truck and Bus Brakes and Wheel Alignment *instantaneously*

the WEAVER *way*

You can materially reduce operating costs by utilizing Weaver equipment . . . Both the Weaver Automatic Brake Tester and the Automatic Wheel Alignment Indicator lie flat . . . They are never in the way—and are very valuable when placed where your drivers can drive over them as they come in from every run . . . Both tests only require a few seconds . . . If you want detailed information on these items designed especially for testing Trucks and Buses, write for complete catalog.

WEAVER MANUFACTURING CO.

Springfield, Ill., U. S. A.
Weaver Canadian Co., Ltd., Chatham, Ont.

THE MODERN CAB

that adds value to Motor Equipment

HIGHLAND

COUPE CAB

The Finest Cab in America

New trucks and tractors, or reconditioned old ones, sell more readily when equipped with HIGHLAND, the Deluxe Coupe Cab built by "the pioneer cab specialists".

The neat, trim design and many special features, including the exclusive Rocker Sill Mounting, assure comfort for driver, and a long life of dependable service.

There's a Highland Cab for every make of motor truck. Write for complete details, specifications and prices.

THE HIGHLAND BODY MFG. CO.

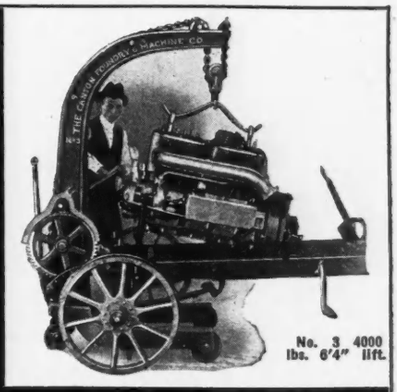
403 Elmwood Place Cincinnati, Ohio

No job too large or too small for Canton.

Safely suspend load at any point.

Less labor—more work.

Quicker work—better work.



No. 3 4000 lbs. 6'4" lift.

CANTON CRANES

65% reduction in labor cost.

Pays for itself in short time.

Heaviest load a one man job.

Fifteen sizes—One for YOUR Shop.

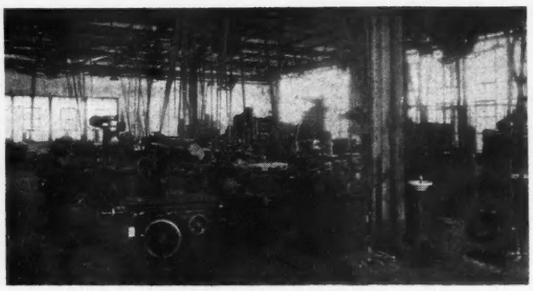
One man and a Canton can do more work than five or six men without a Canton. The heaviest loads can be easily handled by one man. No engine or chassis part too heavy for Canton. Load can be safely suspended at any point. Write for catalog describing fifteen sizes—one for YOUR Shop.

The CANTON FOUNDRY AND MACHINE CO.

CANTON, OHIO

Manufacturers of Universal Auto turntables and Canton all Steel alligator shears.

New York Office, Carnegie Hall
154 W. 57th Street, New York City



In the Ring and Pinion Gear department of The Logan Gear Company where forgings are prepared for gear cutting operations.

1050 S.A.E. Steel

3½% Nickel Steel Forgings

Wear Resisting

The outstanding characteristic of Logan Gears is their ability to survive the terrific strains and constant wear of commercial car use. The wear resisting qualities of the selected steels are made fully effective in use by the absolute precision with which the Logan Gear is shaped, cut and finished. Leading wholesalers in all markets sell Logan Gears.

THE LOGAN GEAR COMPANY
TOLEDO, OHIO
Warehouses in:
Brooklyn, N. Y., Dallas, Texas, San Francisco and Los Angeles, Calif., Kansas City, Mo.

Logan Gears

Logan Gears MATED RING GEAR *and* PINION

"SHRUNK ON" **LOGANGEARS** FOR FLY WHEEL REPLACEMENT

This Book is Free from "PUFF-STUFF"

DID you receive your copy of our new book on "Engineered Transportation?"

The Vice-President of a prominent Motor Truck factory writes us: "I congratulate you on the excellence of this book. It is conspicuous by the absence of generalities and puff-stuff. The tables and figures given are valuable, and as far as we have been able to check them, accurate."

This pocket-size volume is a textbook on modern haulage costs—and you'll be glad to keep it for ready reference. Write for it—no obligation!

Oldest and Largest Manufacturers of Trailers

FRUEHAUF TRAILER COMPANY
Branches and Distributors in All Principal Cities
10957 Harper Avenue **Detroit, Michigan**

It's FREE

How much would you pay for one idea that would lower the operating cost of your trucks? This U. S. book is full of such ideas, each a practical, helpful suggestion on operating your shop on a more profitable basis. And it's free for the asking. You'll naturally want to use U. S. tools to put these labor saving ideas into effect. Ask for a catalog when you ask for the book.

UNITED STATES ELECTRICAL TOOL CO.
2455 W. 6th St.
Cincinnati, Ohio

Veeder-Root

HUB ODOMETERS

RECORD the mileage; indicate costs-per-mile of operating trucks under any and all conditions. Measure the performance of trucks; the efficiency of drivers. Point out economies in driving, routing, servicing. Give you control of operating-cost by a quick check on wasteful methods. Regular model for all standard trucks, $20. (For "Model A" FORDS, complete with threaded hub for attaching, $21.) Informative circulars for the asking. ✧ ✧ ✧

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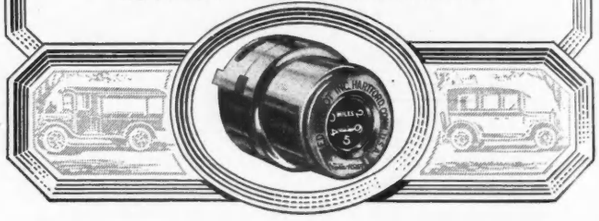

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Motor Car Company

Established 1903

Elmwood Ave. at Hertel, Buffalo, N.Y.

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MADE IN U. S. A.
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The World's Standard Gasket

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WOOD SPOKE METAL FELLOE
WHEELS
For Use with Single and Dual Solid Tires

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WHEELS
For Use with Single and Dual Pneumatic Tires

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We welcome the opportunity to co-operate
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Branches: Chicago Kansas City New York San Francisco
Unit of Union Carbide UCC *and Carbon Corporation*

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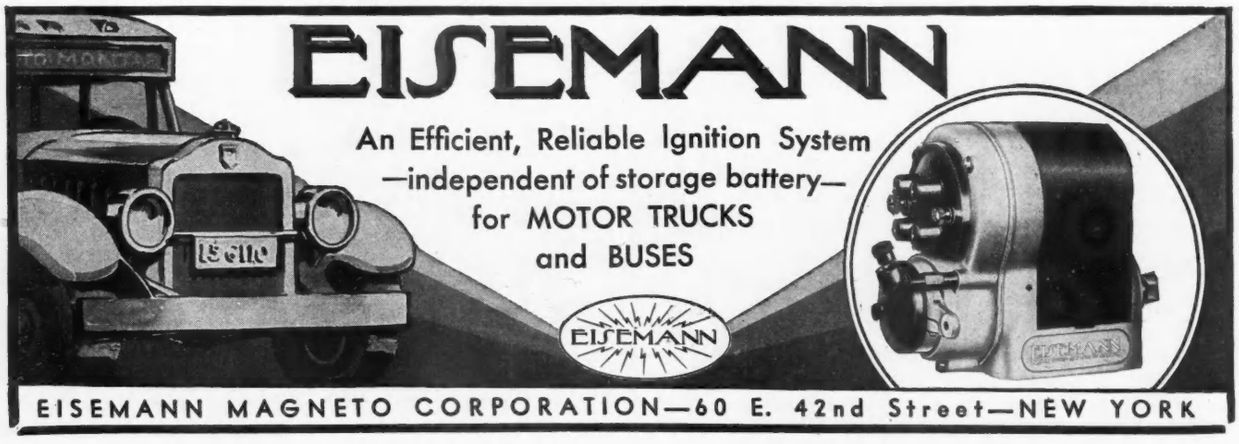
Manufacturers of Scientifically Heat Treated Automobile Springs



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Springs for all motor vehicles

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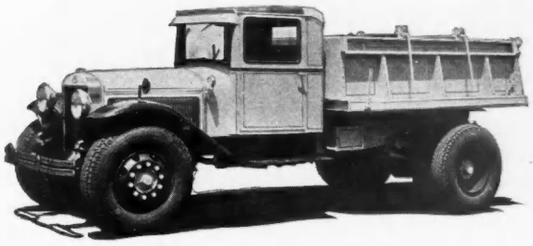

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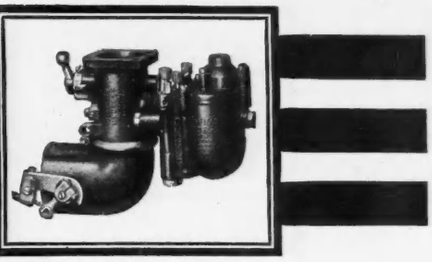
Successful Truck Manufacturers for over 20 Years



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A Winfield also delivers increased power...makes the motor run smoother...does not load up...starts easier...idles better...and does not dilute the oil.

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You can depend on the information they contain as being accurate and up-to-the-minute. Use them to sell and use them to service.

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marked efficiency of operation—stronger parts to withstand truck service—wide operating range—exceptional idling characteristics—

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MEMBER MOTOR TRUCK INDUSTRIES, INC., OF AMERICA.

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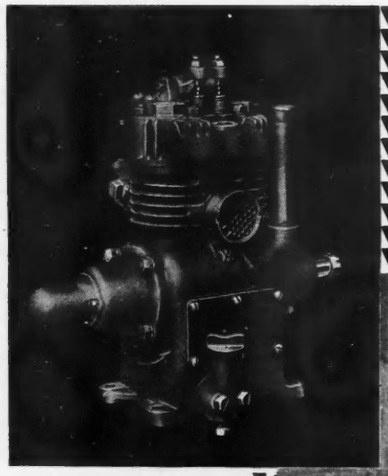

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PROTECTING QUALITY PRODUCTS

For any load at any speed.. CONTROL

NOT simply a set of brakes, big enough for a big truck or bus—but a complete braking system, *engineered to the job.*

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